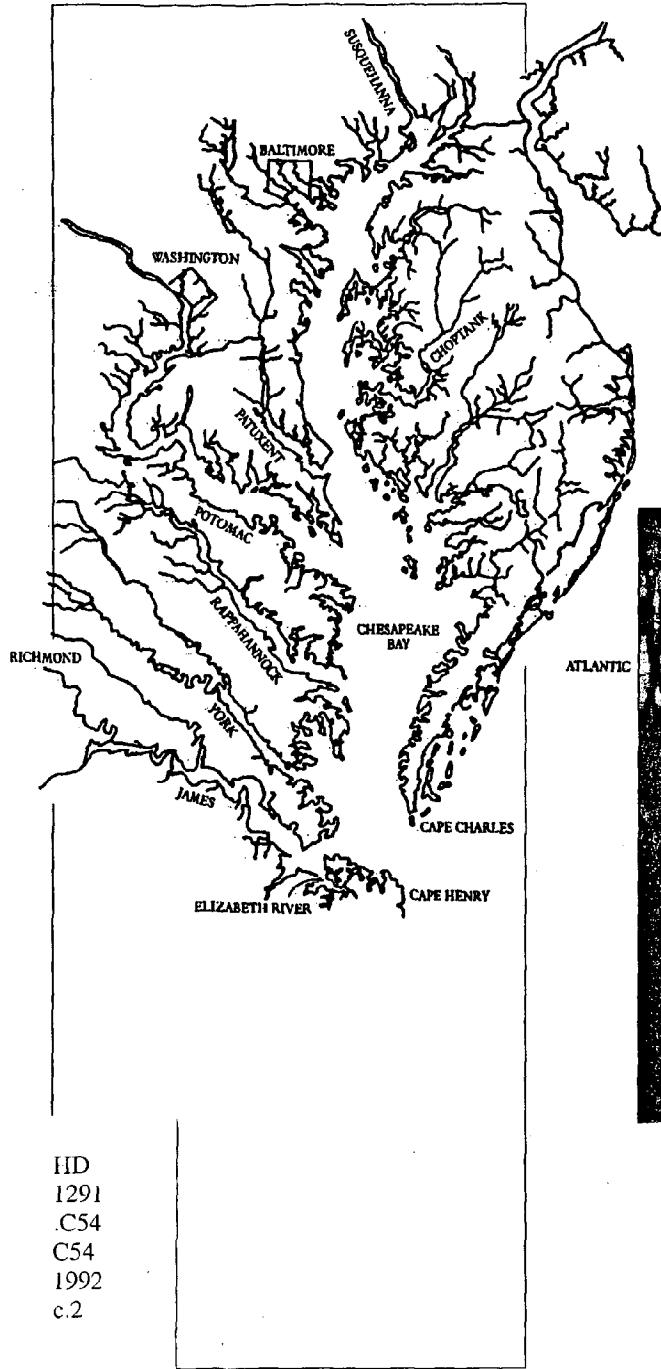
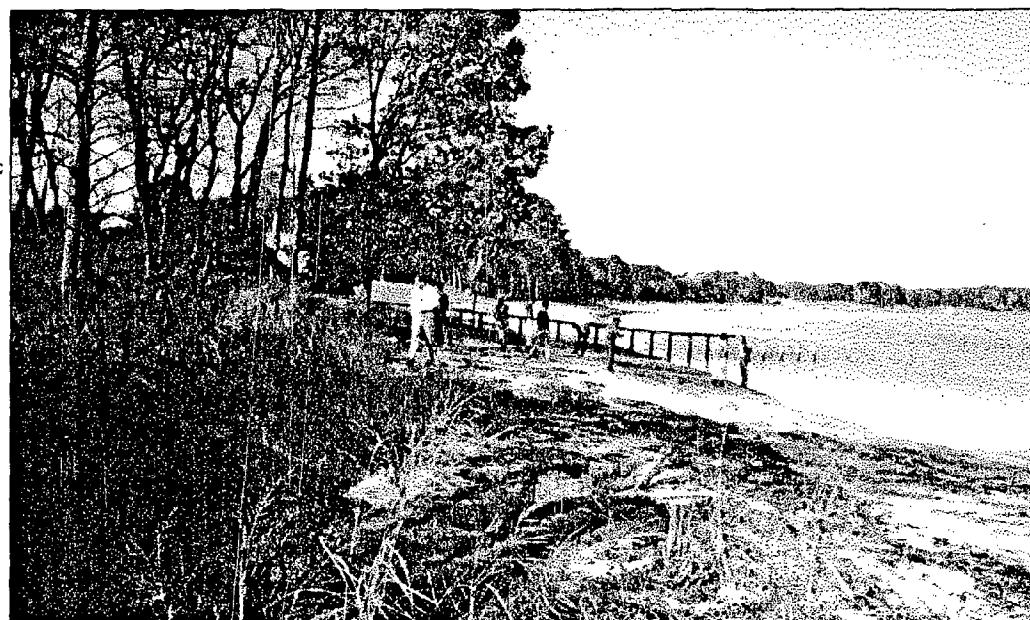


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Task 22 FY 90
Final Work Product

Chesapeake Bay Public Access Implementation Grant



Hallieford Public Landing and Peary Public Landing
in Mathews County

Virginia Department of Conservation and Recreation
March 1992

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Chesapeake Bay Public Access Implementation Grant: Hallieford Public Landing and Peary Public Landing in Mathews County

The Department of Conservation and Recreation wishes to acknowledge the support and interest exhibited by the County of Mathews and the County of Gloucester throughout this project.

March 1992

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Purpose of Project

1

The Chesapeake Bay Public Access Implementation Grant pilot study is a project which explores opportunities and procedures for enhancing the use of small publicly-owned parcels of waterfront for access. This project has been funded by a Coastal Zone Resource Management Program (CZRMP) grant from the Council on the Environment. This grant project is a two-phased pilot study for the planning and enhancement of small publicly-owned land parcels on the Chesapeake Bay or its tidal tributaries.

It is estimated that there are over 30 unused publicly-owned parcels in the Bay area, many of which once served as steamboat landings. Some of these parcels could be turned into small recreation access sites. During the 1990-1991 grant year, the Division of Planning and Recreation Resources (DPRR) conducted an inventory of these existing shoreline parcels located in the middle peninsula. Based on this inventory, three different

model sites were selected as small parcels for enhancement as public recreation areas for selected activities: (1) beach and swimming access, (2) pier and bank fishing and (3) a natural area.

The current CZRMP grant enables the development of plans for limited or low-cost enhancements to be completed for the selected model sites. As a part of the first phase of this grant, the DPPR has prepared site plans, an environmental assessment and cost estimates for the development of two small parcel sites. Recommendations for followup to accomplish phase two, future construction, are discussed in Section V of this report.

The second phase of this project will involve extended coordination with county officials and the acquisition of Section 306A CZRMP grant funds for the construction of the proposed enhancements for the model sites. Both the planning and construction phases of this pilot study will serve as

Purpose of Project

I
2

prototypes for the development of similar small parcels of publicly-owned water access areas. Based on this project, DPRR will be better equipped to provide technical assistance to localities and other agencies for planning and implementing the enhancement and development of similar access sites.

This pilot project also reinforces the implementation of the Public Access Commitment of the 1987 Chesapeake Bay Agreement, which calls for improvement of public access to the tidal waters of Chesapeake Bay. The DPRR coordinated preparation of the Chesapeake Bay Area Public Access Plan and Public Access Technical Assistance Report, both of which are guides to implementing goals of the 1987 Agreement. Development of unused public lands to increase public access is one strategy identified in the Chesapeake Bay Area Public Access Plan.

Inventory of Potential Sites

II
3

The middle peninsula of Virginia was selected as the pilot for this study area. The middle peninsula was among the areas of the Chesapeake Bay which was indicated in the Chesapeake Bay Public Access Plan as needing access. The Counties of Essex, King and Queen, King William, Gloucester, Mathews and Middlesex are included in the middle peninsula area. Each of these counties was contacted in June of 1991 to determine potential interest in participating in the pilot study. Because this pilot study involves a two phased process with the second phase requiring the locality to make a monetary or in kind commitment toward the construction of site improvements, it was important to insure an interest and willingness to participate in the pilot study. The Middle Peninsula Planning District Commission was also informed of the study purpose and to seek their input as reviewers of the selected sites was requested. A list of contact names and addresses is included in Appendix A.

The Counties of King and Queen, King William, Gloucester, Mathews and Middlesex expressed an interest in the study. Based on the expression of interest, each of these counties were included in the inventory of potential small parcel sites. The inventory of potential small parcels of land which are currently in public ownership was initiated by conducting a search of the Division of Planning and Recreation Resources (DPRR) files for each of the counties. Based on previous site inventories and field work, the sites identified in DPRR's files were screened. The initial screening involved identifying sites which were small parcels (1-2 Acres), sites which had little or no site improvements, and sites which showed a potential for providing beach and swimming access, pier or bank fishing, or a natural area access. In addition to the initial screening, contact persons within the county were asked to identify potential sites which were in public ownership.

Inventory of Potential Sites

Based on the information gathered from the DPPR files and the information provided by each of the participating county's personnel, site visits were planned. Site visits were conducted during the months of June, July and August of 1991. Whenever possible, the site visits were conducted with personnel from the respective county. Each of the identified potential sites were visited and assessed for their potential to provide access for one of the three selected activities (beach and swimming access, pier or bank fishing, or natural area access). A list of the sites inventoried is included in Table II -1. The general location of each of these sites is shown on Figure II-1. A list of criteria considered for the selection of the three model sites is listed in Tables II-2, II-3 and II-4.

The remaining portion of this section of the grant report documents the sites inventoried (See Figures II-2 through II-30). Based on the site visits, the criteria for each of the activities and coordination with

county personnel, three model sites were selected. The selected sites are Hallieford Public Landing in Mathews County, Peary Public Landing in Mathews County and Bray's Point Landing in Gloucester County.

Table II-1
Access Sites Reviewed During Inventory

Site Name	County	Water Body	Location
1 - Hallieford Landing	Mathews	Piankatank River	Route 632
2 - Queen's Creek Landing	Mathews	Queen's Creek	Route 639
3 - Doctor's Creek Landing	Mathews	Davis Creek	Route 699
4 - End of Route 600	Mathews	Mobjack Bay	Route 600
5 - Peary Public Landing	Mathews	Horn Harbor	Route 698
6 - Steamship Wharf	Mathews	Mobjack Bay	Route 14
7 - Greenpoint Bridge	Mathews	Piankatank River	Route 701
8 - Haven Public Landing	Mathews	Whites Creek	Route 682
9 - Route 600	King William	Mattaponi River	Route 600
10 - Judy Swamp Site	King William	Pamunkey River	Route 602
11 - Westpoint Landing	King William	Pamunkey River	Route 33
12 - Bray's Point Landing	Gloucester	NW Branch Severn River	Route 636
13 - Belvin's Landing	Gloucester	Brown's Bay	Route 650
14 - Monday Creek Landing	Gloucester	Brown's Bay	Route 640
15 - Fields Landing	Gloucester	Timberneck Creek	Route 1301
16 - Warehouse Landing	Gloucester	Ware River	Route 621
17 - Williams Landing	Gloucester	York River	Route 1303
18 - Route 653	Gloucester	SW Branch Severn River	Route 653
19 - Gloucester Point Beach	Gloucester	York River	Route 1208
20 - Severn River Landing	Gloucester	Monday Creek	Route 649
21 - Jenkins Neck Landing	Gloucester	York River	Route 646
22 - Tanyard Landing	Gloucester	Poropotank River	Route 617
23 - End of Route 605	King & Queen	York River	Route 605
24 - Mantapike Site	King & Queen	Mattaponi River	Route 659
25 - Route 667	King & Queen	Mattaponi River	Route 667
26 - Route 602	Middlesex	Dragon Run	Route 602
27 - Route 603	Middlesex	Dragon Run	Route 603
28 - Whitings Creek Landing	Middlesex	Whitings Creek	Route 634
29 - Fairfield Bank	Middlesex	Piankatank River	Route 708
30 - Stampers Landing	Middlesex	Piankatank River	Route 603

Map of Sites Inventory

Corresponds to site numbers on Table II-1



Figure II-1

Table II-2
Criteria for Fishing/Crabbing, Beaches and
Natural Areas

Criteria for Fishing/Crabbing

- Quality Fish/Crab Habitat
- Adequate Land Area for Development (parking 3-5 spaces)
- Accessibility from Secondary Road System
- Visitation/Nearby Population/Area of Need
- On-Site Accessibility to Water/Topography
- Historical Shoreline Erosion
- Currents & Tides/Waves
- Flushing & Water Circulation
- Soil Conditions for Pier Placement/Substrate for Wading
- Previous Storm Activity
- Sensitive Resources (Lack of Heritage Resources)
- Compatible Surrounding Land Use & Use of Waterway
- Shore Frontage/Shoreline Configuration/Natural Protection
- Water Quality
- Views
- Natural Buffering Along Shoreline for Future Development

Criteria for Natural Areas

- Opportunity for Educational & Interpretive Activities
- Natural areas already coexisting with some level of human influence
- Location of rare, endangered or unique biological communities. Ability to protect high quality habitats.
- Minimal disturbance will be required to natural environment.
- Soils/Substrate
- Topography
- Views
- Existing Noise

Table II-2
Criteria for Fishing/Crabbing, Beaches and
Natural Areas

Criteria for Beaches

- Quality of Beach (Width & Length)
- Adequate Land Area for Development
- Accessibility from Secondary Roadway
- Visitation/Nearby Population/Area of Need
- Surrounding Public Water, Sewage Treatment, & Other Utilities
- Onsite Accessibility/Topography
- Historical Shoreline Erosion/Beach Accrual Rates
- Currents & Tides for Area/Waves
- Bottom/Substrate (Water Depth/Slope & Surface)
- Previous Storm Activity
- Sensitive Resources (Lack of the Presence of Heritage Resources, Shellfish Area, SAV's & Wetlands)
- Compatible Surrounding Land Use & Use of Waterway
- Landforms/Natural Protection for Beach Site
- Water Quality
- Views

Source: Chesapeake Bay Area Public Access Technical Assistance Report. 1990

Hallieford Landing Mathews County

This site has a 200' beach area which is open to the public. Residential uses abut each side of the public beach area. Parking exists on the cul de sac at the end of Route 632; however, no other amenities are associated with the site except a gravel ramp to the water. The beach could be made accessible for disabled individuals without significant landscape alteration.



Hallieford Public Landing
Route 632, Mathews Lane

Queen's Creek
Owner: VDOT (0.5 ac)

Route 639 appeared to be entirely private development. A point of access along this road or at the end of the road could not be identified. A photo is not available.

Queen's Creek Landing
Route 639

Queen's Creek
Owner: VDOT

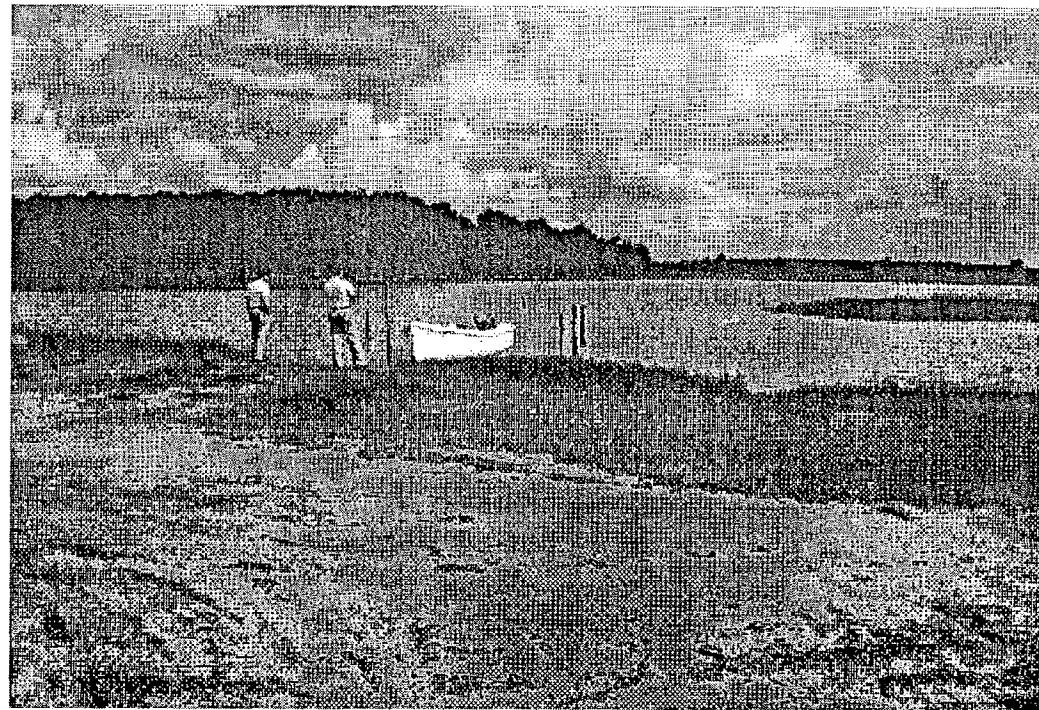
Figure II-3

Queen's Creek Landing Mathews County

Figure II-4

Doctor's Creek Landing Mathews County

The Redmond/Johnston study suggests that this area has the potential to be developed as a boat launch. A waterman's boat was tied at the site at the time of the site visit. Access from the secondary road is not particularly good as it involves several turns or direction changes. A large portion of the access road is gravel. The site has a beautiful view and the surrounding area is not developed. The site could provide a good public crabbing area or access for cartop boats.



Doctor's Creek Public Landing
Route 699, Hornharbor AV

Davis Creek
Owner: VDOT

Figure II-5

End of Route 600 Mathews County



End of Route 600
Route 600, (Point Road)

Mobjack Bay
Owner: VDOT

This site once served as an informal boat launch with a ramp into the bay. Access to the ramp is currently prohibited by a wire. The site is posted with keep out warnings and a stake had been driven in the middle of the launch area to prevent boats from entering the water or from approaching from the water.

Peary Public Landing Mathews County

This is an undeveloped site accessible by paved roadways. An older home has been renovated just south of the site. The site has the potential for a short raised walkway to be developed as an educational overlook. This site may also provide opportunities for crabbing and a cartop boat launch. The site offers an excellent view of the water and marsh lands surrounding the water.



Peary Public Landing
Route 698, (Captain Gene's Road)

Horn Harbor
Owner: VDOT

Steamship Wharf Mathews County

Figure II-7

This is a site which was discussed in the Redmond/Johnston study. The site apparently has no access from a public road in the area of the bayside development. It is a former steamship wharf with beach area according to the study. A photo is not available.

Steamship Wharf
Route 14

Mobjack Bay
Owner: State (4.37 ac)

Greenpoint Bridge Mathews County

The Greenpoint Bridge site is an old ferry landing located at the end of Route 701. The Route 3 bridge is clearly visible from the ferry site. The old ferry structures are still in place and adjacent buildings which at one time served ferry customers are standing adjacent to the site. Directly east of the site is an abandoned fuel supply center. Several large fuel drums remain on this site. These drums are screened from the water by heavy vegetation. This site would require considerable cleanup or retrofitting to use the existing structures.

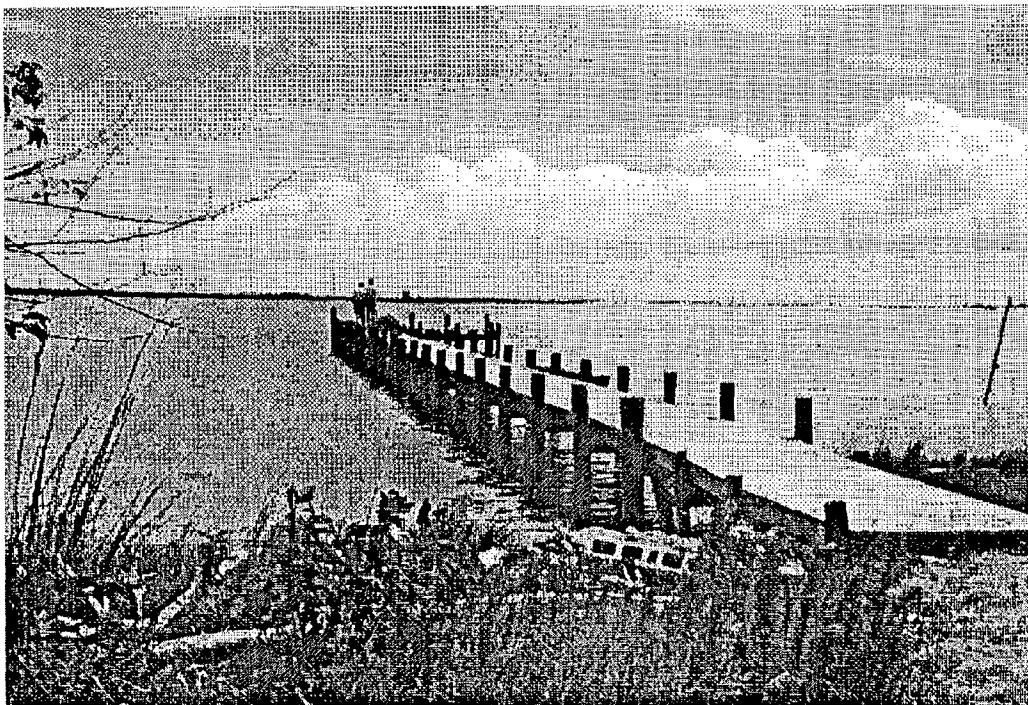


Greenpoint Bridge
Route 701

Piankatank River
Owner: VDOT

Haven Public Landing Mathews County

Figure II-9



Haven Public Landing
Route 682

Whites Creek
Owner: Mathews County

The Haven Public Landing site is an approximately 1/4 acre site which is owned and maintained by Mathews County. There is an existing dock on this site which was in use by local watermen at the time of the site visit.

Across from the landing is a spot which may be the area which was noted during a previous aerial survey as being accessible only by boat. The island is a popular destination for recreational boaters; however, the ownership of this island is unknown.

Route 600 King William County

Figure II-10

The Route 600 site is located on a bluff above the Mattaponi River. The embankment to the River from the site is steep and wooded with deciduous vegetation. Access could be developed to the river using switchback trails and other means to prevent erosion of a pedestrian trail. The view from Route 600 to the river is primarily non-existent due to proliferation of vegetation on the steep slopes. An exciting upland view to the water would be possible by managing this vegetation to allow views. The land area directly adjacent to the roadway is flat. This is a unique site which offers unusual opportunities to view the river from an upland setting.

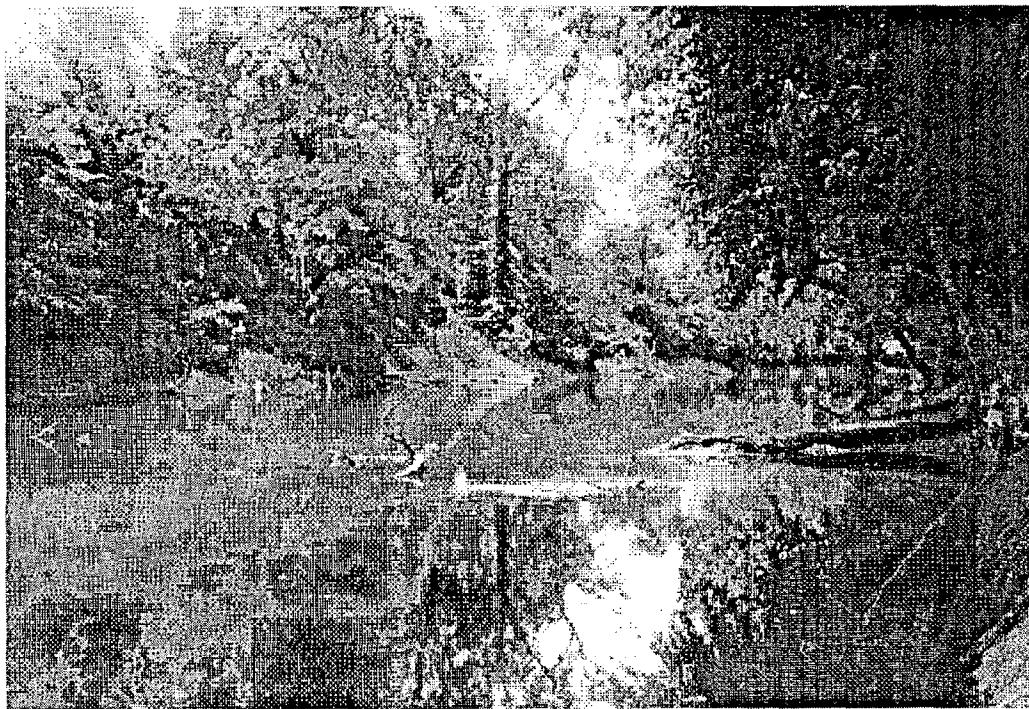


Route 600 Site
Route 600

Mattaponi River
Owner: Privately Owned (Possible option to acquire)

Judy Swamp Site King William County

Figure II-11



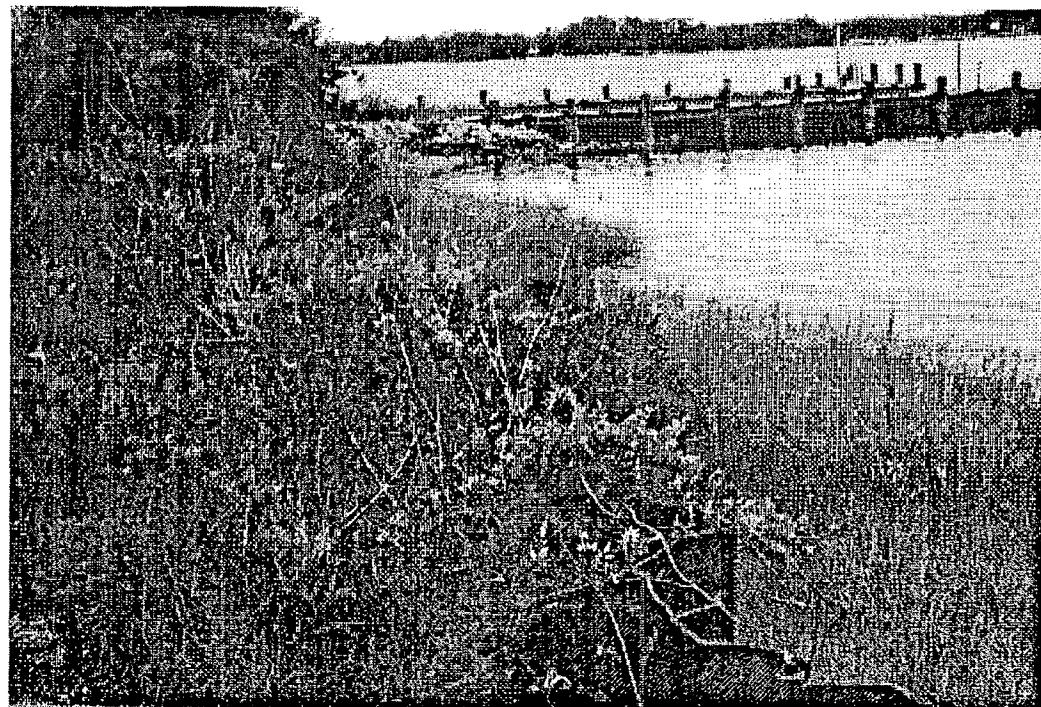
Judy Swamp Site:
Route 602

Pamunkey River
Owner: King William County

A gravel road leads to the Judy Swamp site which consists of some 2 acres of land in a remote area of King William County. The site is currently receiving some use by boaters and fishermen. There is a hard packed dirt ramp for boats on the site and an ample parking area. This site has no other amenities or improvements. The site appears to be located predominantly in the floodplain. Evidence of flooding remained on the trees from previous high waters.

Westpoint Landing King William County

This site is located in a prominent location and already receives significant use by boaters. The property adjacent to the Westpoint Landing site is owned by a Mrs. Tribble who has leased the property to the Kiwanis for a park. The county would like to have the park for further development. An erosion prevention project has been completed along the shoreline of this property. (The Westpoint Landing site is included in the Chesapeake Bay and Susquehanna River Public Access Guide)

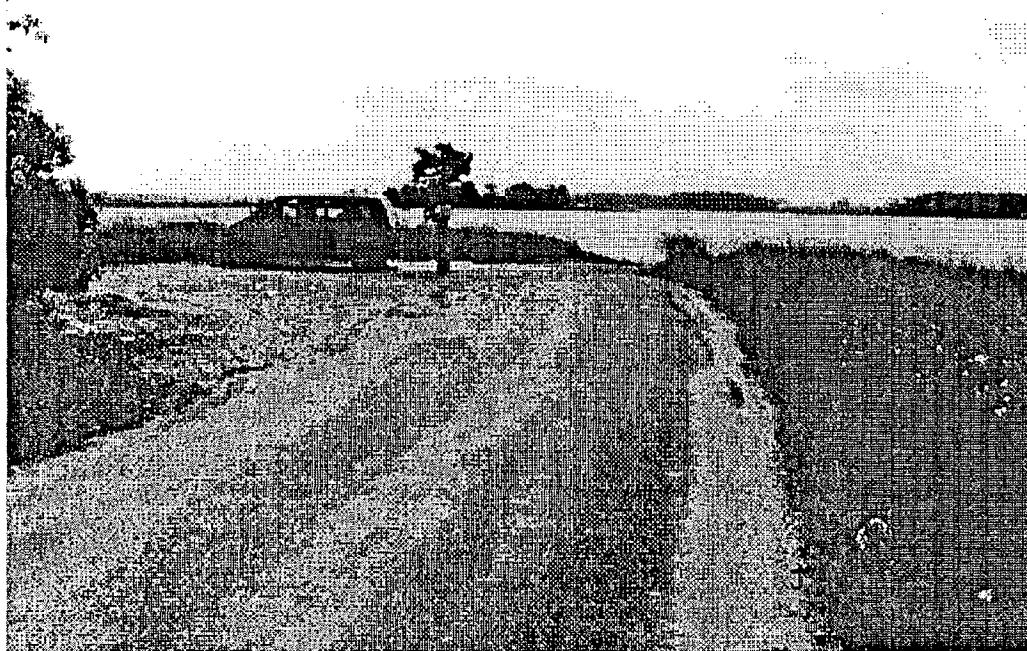


Westpoint Landing
Route 33

Pamunkey River
Owner: King William County

Bray's Point Landing Gloucester County

Figure II-13



Bray's Point Landing
Route 636

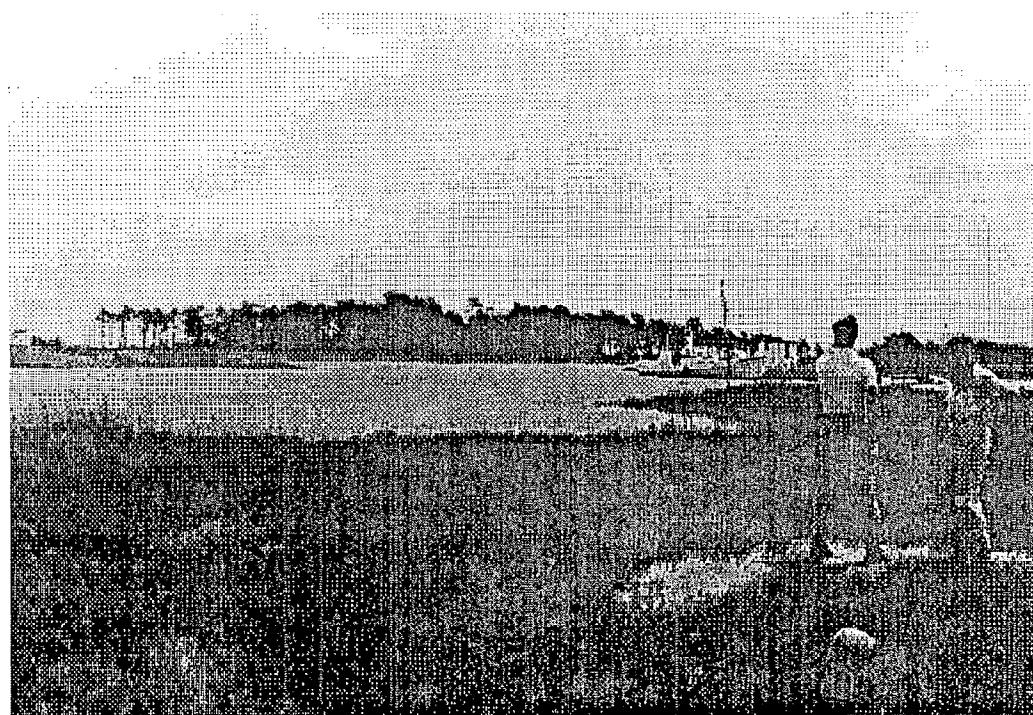
Northwest Branch Severn River
Owner: VDOT (1.27 ac)

Bray's Point projects into the river and provides beautiful panoramic views. There is an existing gravel parking area off the paved access road at the end of the cul de sac. The parking area could accommodate up to 2 trailers or 4 cars. A small shell ramp exists at the end of the road. This ramp is probably used by cartop boats and small trailer boats. Some watermen use the adjacent area near the landing; however, this site does not appear to be a docking area for watermen. There is a trailer park (mostly unoccupied) and a couple of single family homes along Route 636 as you approach the access point.

Belvin's Landing Gloucester County

Figure II-14

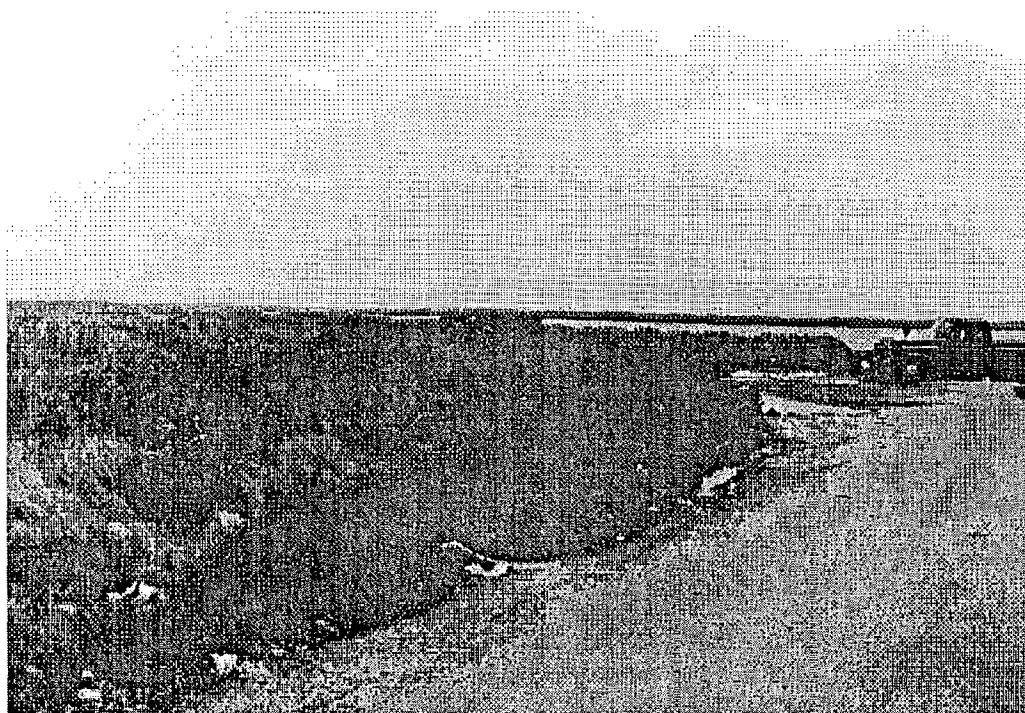
Belvin's Landing is located in a shallow marshy area of Brown's Bay in the Guinea area of Gloucester. The access road to the landing is gravel and sand. The area is somewhat removed from residential land uses. Although no residences or development currently exist adjacent to the landing, an adjacent property owner is planning some development. The land has already been cleared and a couple of boats are docked at the adjacent property.



Belvin's Landing
Route 650

Brown's Bay
Owner: VDOT

Monday Creek Landing Gloucester County



Monday Creek Landing
Route 640

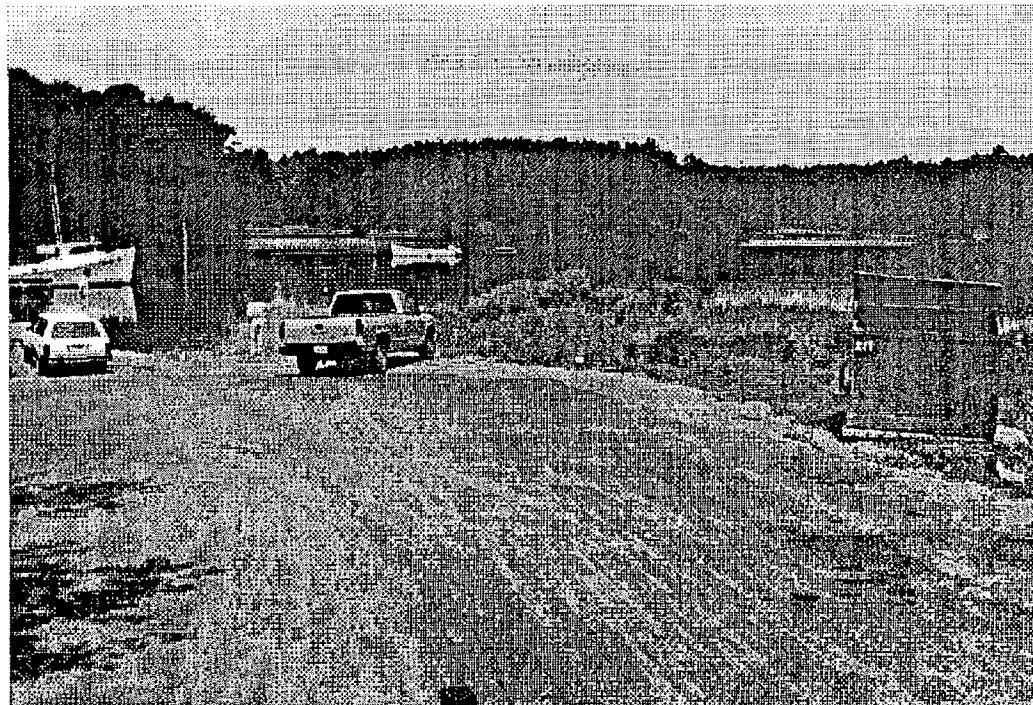
Brown's Bay
Owner: VDOT

Monday Creek Landing is located in the Guinea area of Gloucester in a protected marshy area of Brown's Bay. It is used extensively by the local watermen. Trash had been dumped along the access road to the site as well as at the landing at the time of the site visit. The access road is gravel and sand. It is cul de sac and can accommodate 2-3 cars; however, turn around space is limited.

Figure II-15

Fields Landing Gloucester County

Fields Landing is a developed landing which is used extensively by local watermen. The access road is paved to the site and parking exists in the large cul de sac area for approximately 6 to 8 cars. Two large dumpsters, a gravel boat ramp and a T-shaped pier are located on the site. Local watermen dock at the pier. A marina is currently being planned for development adjacent to the landing. This development could change the character of this site.

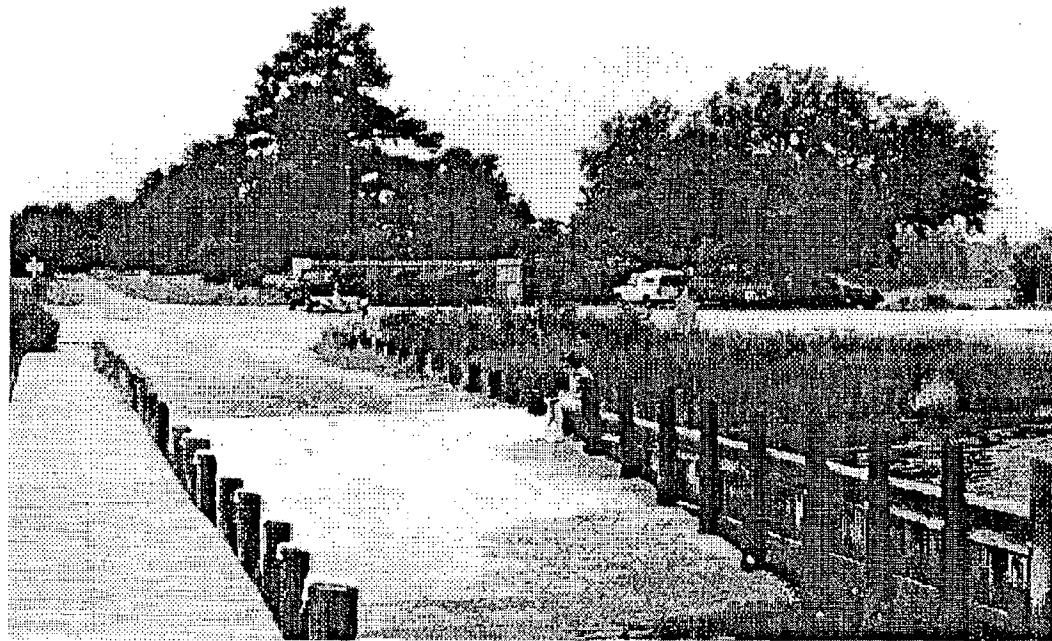


Fields Landing
Route 1301

Timberneck Creek
Owner: VDOT

Warehouse Landing Gloucester County

Figure II-17



Warehouse Landing:
Route 621/Warehouse Road

Ware River
Owner: DGIF

Warehouse Landing is a developed access site near the Gloucester Courthouse. It is the second most used ramp in the county. The area around the site is a major area for development and is referred to in the comprehensive plan as the Gloucester Village Area.

A marina may be constructed at the property adjacent to the ramp. The site includes an existing pier, boat ramp which can accommodate larger boats, and dumpsters. (This site was included in the Chesapeake Bay and Susquehanna River Public Access Guide)

Williams Landing Gloucester County

The Williams Landing site is a developed access site. VDOT has recently removed an old boathouse and extended the T-dock at the site. This access site receives heavy use by watermen.

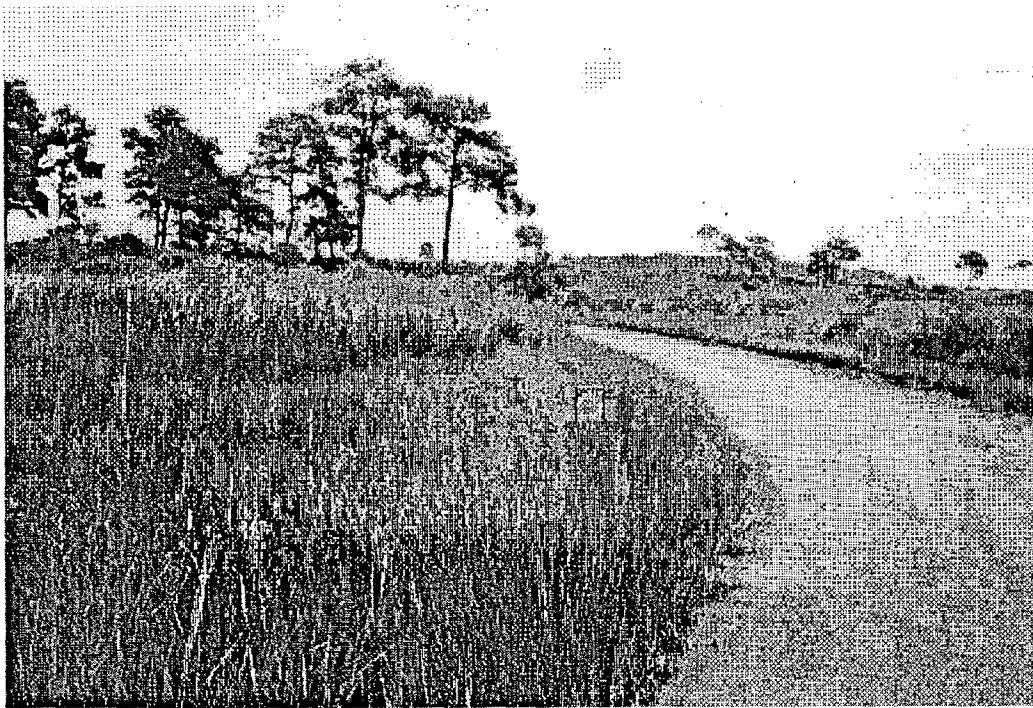


Williams Landing
Route 1303

York River
Owner: VDOT/Gloucester County

Route 653 Gloucester County

Figure II-19



Route 653
Guinea area of Gloucester

Southwest Branch Severn River
Owner: The Hunt Club, Inc.

Route 653 is paved to the house which is located approximately 0.5 miles from the water. This 0.5 mile of roadway has a sandy substrate and although it is state maintained, it does not provide access to the water. If access were developed at this site, the road would need to be built up and a crusher run gravel added for stability. This site is owned by Hunt Club, Inc. The site is seemingly isolated and surrounded by extensive marsh communities. There is an opportunity to develop wildlife viewing area, boardwalks, a crabbing pier, and/or an educational kiosk. It would be necessary to make the area more accessible to the public by using signage from the secondary roadway.

Gloucester Point Beach Gloucester County

Figure II-20

The Gloucester Beach site is a popular access for swimming, fishing, and picnicing. It is a very developed site and includes some 5 acres of land with improvements for restroom and concession facilities. (This site was included in the Chesapeake Bay and Susquehanna River Public Access Guide)

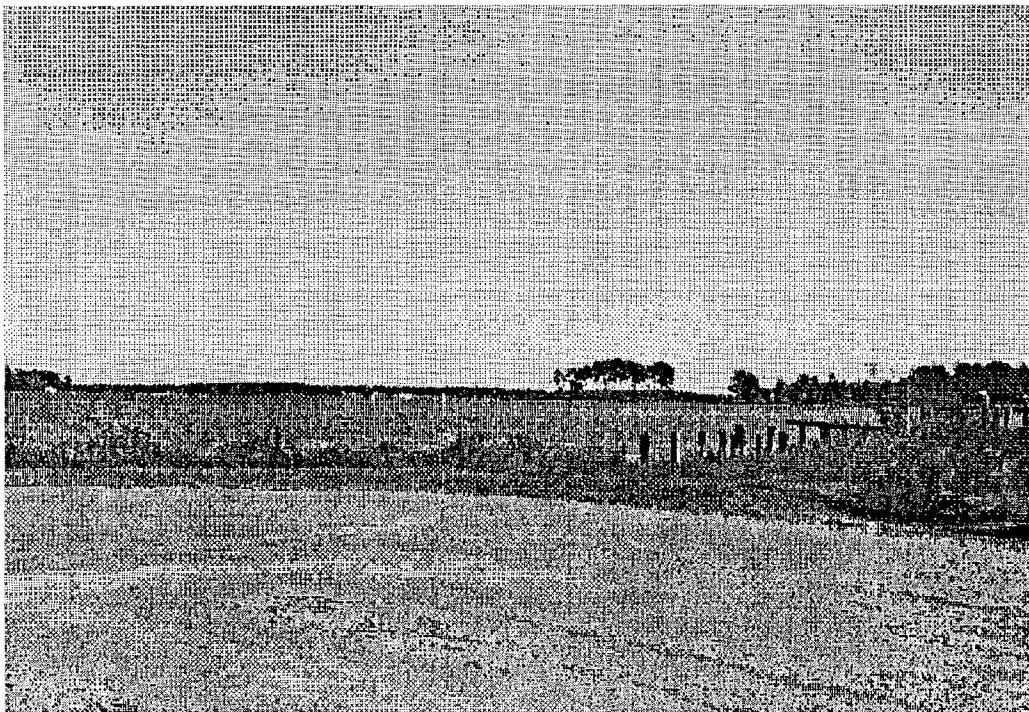


Gloucester Point Beach
Route 1208

York River
Owner: Gloucester County

Severn River Landing Gloucester County

Figure II-21



Belvin's Landing
Route 650

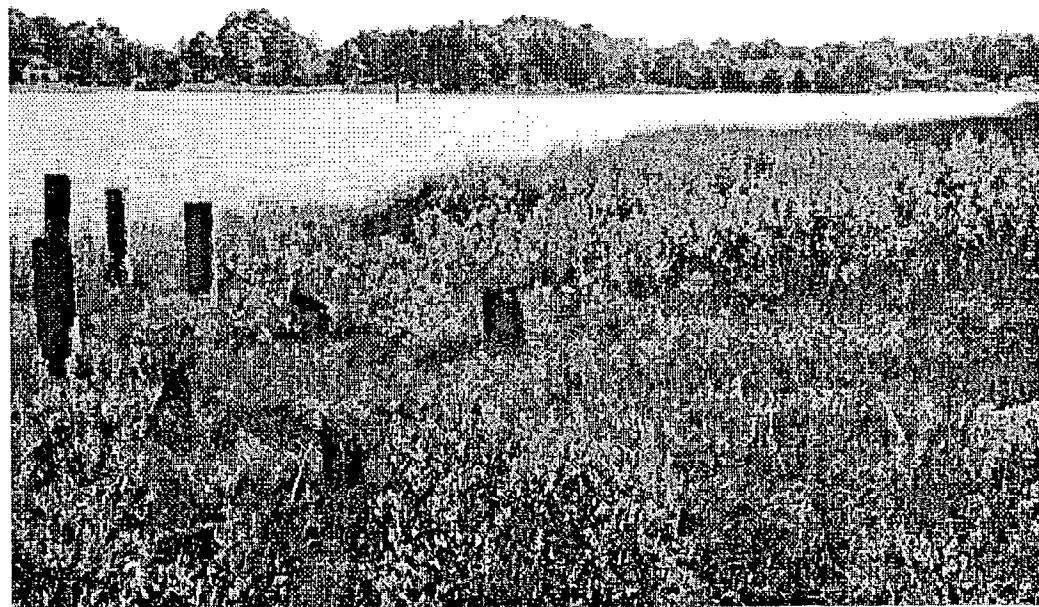
Brown's Bay
Owner: VDOT

Fields Landing is a developed landing which is used extensively by local watermen. The access road is paved to the site and parking exists in the large cul de sac area for approximately 6 to 8 cars.

Two large dumpsters, a gravel boat ramp, and a T-shaped pier are located on the site. Local watermen dock at the pier. A marina is currently being planned for development adjacent to the landing. This development could change the character of this site.

Jenkins Neck Landing Gloucester County

This site is very difficult to locate. The access leading to the site is a old dirt roadway which is overgrown and is not recognized from the road. This access road would need to be improved and the acreage of the site checked to determine the value of this parcel for any use. The site has a severe erosion problem along the shoreline. The site could provide a view to the water, cartop launch or picnicking area.



Jenkins Neck Landing
Route 646

York River
Owner: VDOT

Figure II-22

Tanyard Landing Gloucester County

Figure II-23



Tanyard Landing
Route 617

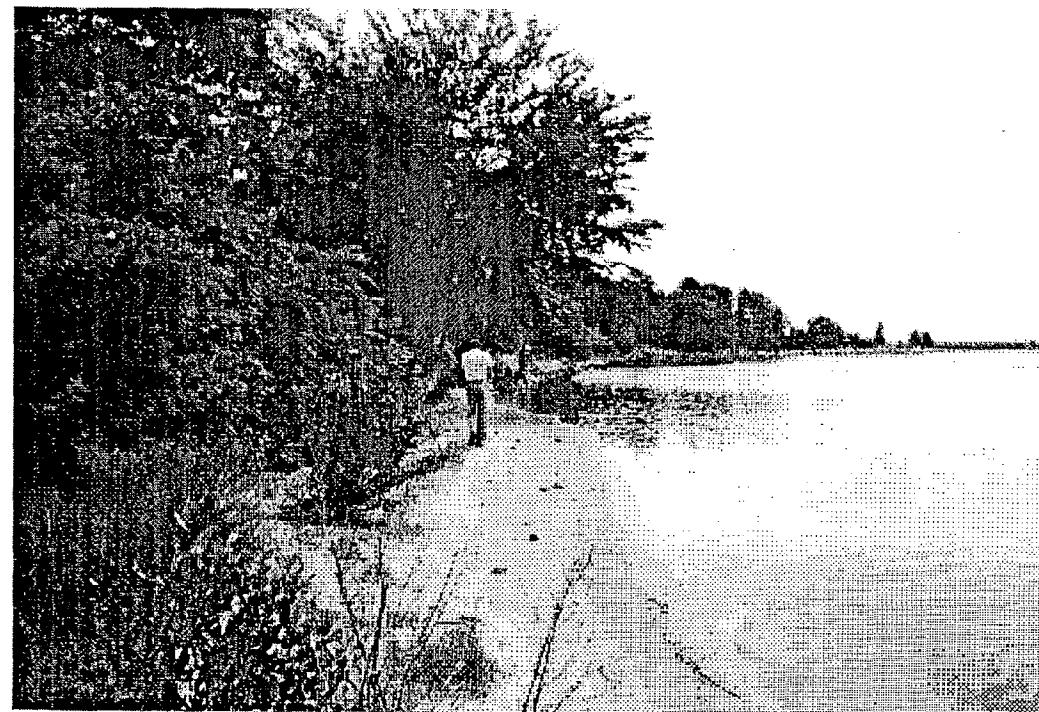
Poropotank River
Owner: DGIF

Tanyard Landing is a site which is owned by the Department of Game and Inland Fisheries (DGIF). The County of Gloucester has had discussions with DGIF regarding conveyance of this site to the county.

Tanyard Landing is located on the Poropotank River at the end of Route 617. The boat ramp which is located on the site is short making launching difficult during low tide. The area surrounding the site is low density residential; however, no residences are located within the immediate site area. The water edges are buffered with marsh grasses making the shoreline appear stable. There is a small parking area for approximately 5 to 6 vehicles.

End of Route 605 King & Queen County

This site is already developed with a gravel ramp to the water and gravel parking area. There may be some potential to develop a fishing pier at this site. Residential uses exist on either side of the property. A 180 to 190 foot beach exists along the York River.



End of Route 605
Route 605

York River
Owner: VDOT

Mantapike Site King and Queen County



Mantapike Site
Route 659

Mattaponi River
Owner: VDOT - Adjacent Landowner: Chesapeake Corp.

The Mantapike site is accessible from a gravel road which is an old logging road. The logging bed is in good condition and is partially located in an 8-12 foot cut section.

This road would lead directly to the water, although it is presently heavily wooded and overgrown. This may be an excellent site for boating access to the Mattaponi River. The Department of Game & Inland Fisheries should be notified of this site for their record and possible future development plans.

Figure II-25

Route 667 King & Queen County

Figure II-26

This site is surrounded by residential development on each side of its boundaries. The adjacent homes are very large and have huge boat houses and docks. There is a small amount of marsh grass and a sandy area at the water's edge. Little opportunity exists for the development of this site, although a cartop launch could be provided.

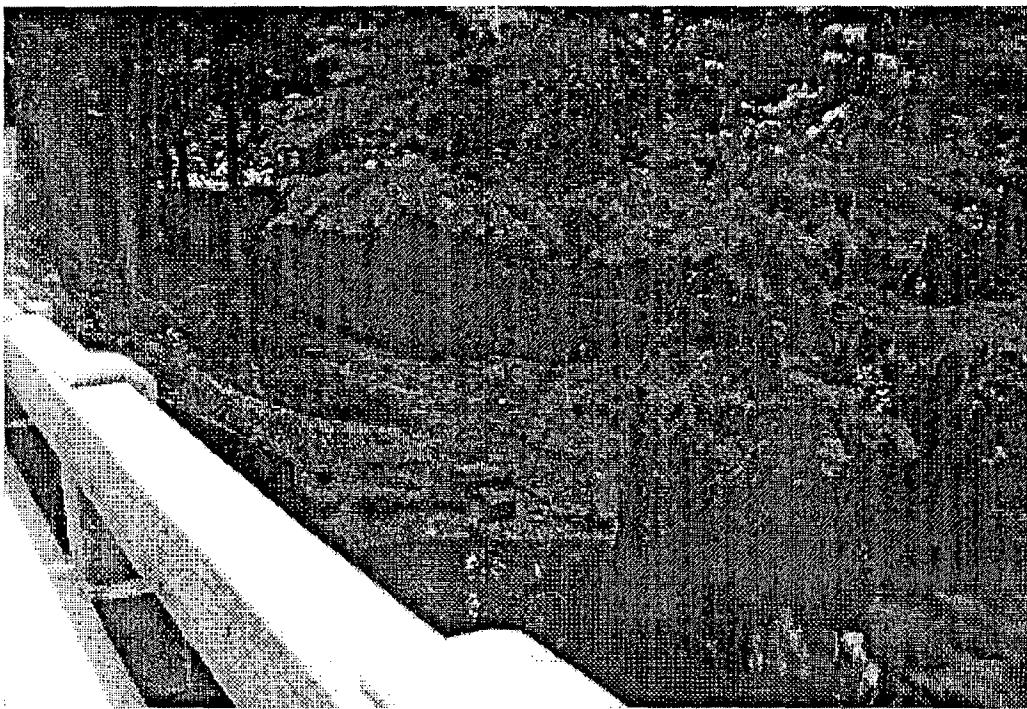


Route 667 Site
Route 667

Mattaponi River
Owner: VDOT or County

Route 602 Middlesex County

Figure II-27



End of Route 602
Route 602

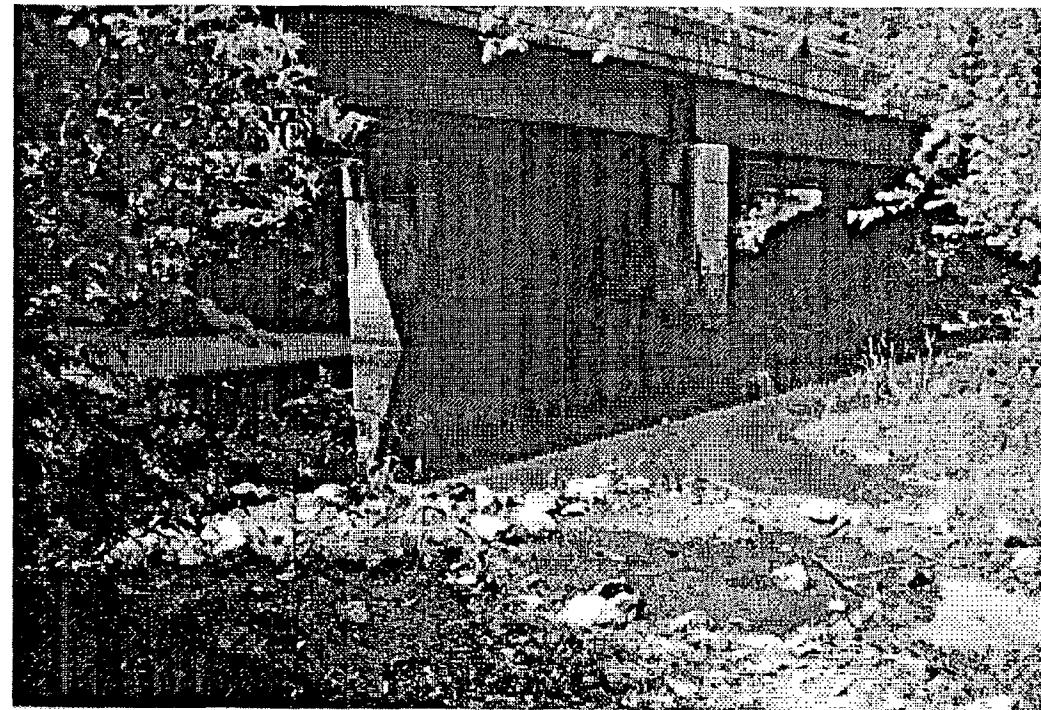
Dragon Run
Owner: VDOT

Route 602 is paved to the access area. The area surrounding the bridge is natural and swampy. The bridge site already functions as an informal canoe launch. Future development could expand the existing shoulder and off road parking by acquiring an easement with the adjacent property owner.

Route 603 Middlesex County

35

The Route 603 bridge is known as the New Dragon Bridge. It provides good example of what VDOT should do at new bridge locations. Off road informal parking is provided and a footpath leads to the river for fishermen. The parking area has been expanded. Some bankfishing may also occur just upstream along the river bank from the bridge. The path to the river is in good condition, but could be stabilized.

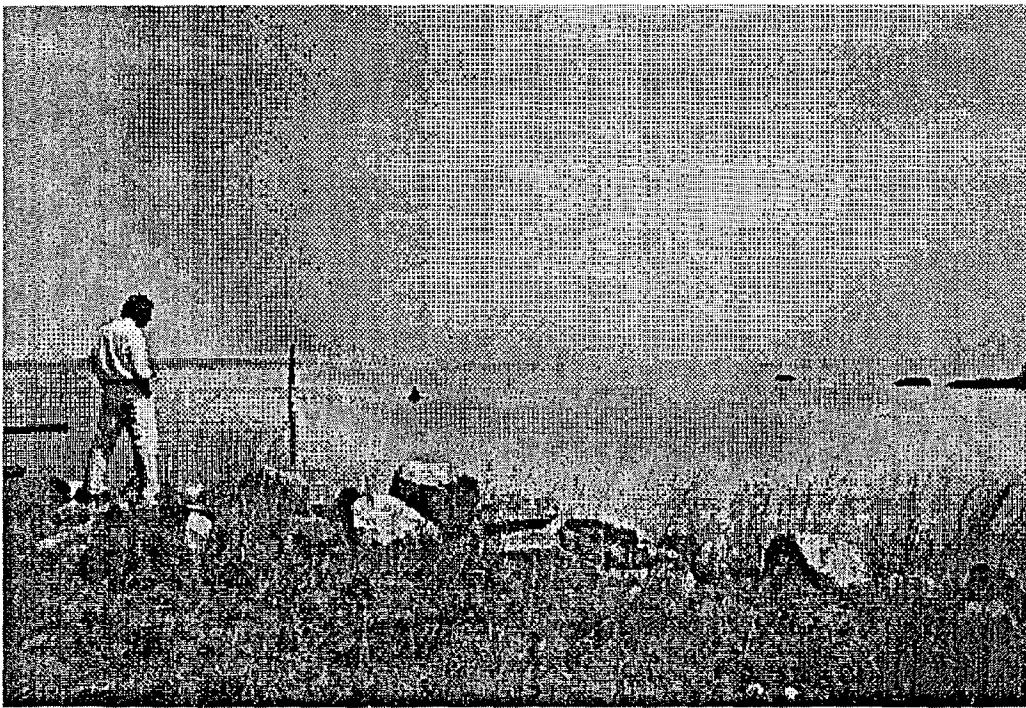


End of Route 603
Route 603

Dragon Run
Owner: VDOT

Whitings Creek Landing Middlesex County

Figure II-29



Whitings Creek Landing
Route 634

Whitings Creek
Owner: DGIF

This site is developed and is marked as a Department of Game and Inland Fisheries (DGIF) Landing. The county plans to construct a fishing and crabbing pier at the site. A ramp already exists for boat launching and a small parking area is located within the cul de sac. There is a dumpster on site for trash and the shoreline has been reinforced with rip rap to prevent erosion.

Fairfield Bank Middlesex County

Figure II-30

Route 708 is located off Route 707 which is directly accessible from Route 33. The road to the site is paved. Houses are located across the road from the river. The VDOT right-of-way runs for approximately 800 feet in front of the houses. Private docks are located on the VDOT right-of-way directly across from the houses. Access along the 800 foot portion of the roadway is not available except on these docks because the shoreline is eroding. DCR's Shoreline Program evaluated the site and has proposed an erosion control plan which should prevent the continuation of erosion which is undermining the roadway. The proposed rip rap will not extend to the beach area. Public access is available at the end of Route 708 and in

fact, the access site was being used for fishing during the site visit. There is space available for one or two cars at the end of the roadway and a small

beach area which could be used to launch a small cartop boat. In fact, a small flat bottom boat was tied at the site during the site visit.

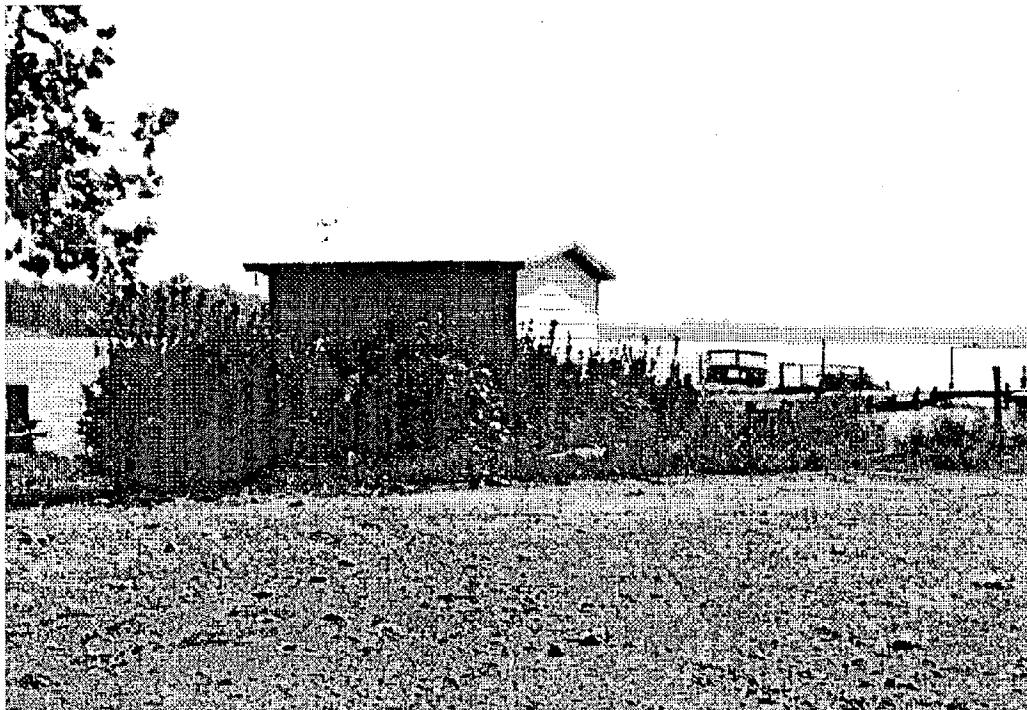


Fairfield Bank Landing
Route 708

Piankatank River
Owner: VDOT or Middlesex County

Stamper's Landing Middlesex County

Figure II-31



Stamper's Landing
Route 630

Piankatank River
Owner: VDOT or Middlesex County

The Stamper's Landing site is located adjacent to the Baptist Boy's Camp - Royal Ambassadors. The access route is now a dirt and gravel substrate which VDOT plans to pave. The road will be widened and the cul de sac made larger to provide additional parking. The road provides a beautiful canopied approach to the access site.

Process for the Review of Selected Sites

III

39

Three model sites were selected based on the inventory. Sites were chosen to illustrate the potential opportunities for encouraging similar activities at other small, publicly owned parcels.

After the selection of the three sites, steps were taken to formalize the selection and verify each site's potential for improvements necessary to encourage beach use and swimming, pier or bank fishing and natural area access. These steps include: approval by each of the counties' Board of Supervisors or the County Administrator, a preliminary evaluation by The Department of Conservation and Recreation's (DCR) Division of Natural Heritage, an evaluation by DCR's Division of Soil and Water Conservation's Shorelines Programs, Title Certification to verify public ownership, coordination with the Chesapeake Bay Local Assistance Department, coordination with the Virginia Marine Resources Commission, a consistency determination/certification obtained from the Council on the Environment, and a review of the proposed site plans by the Department of Historic Resources.

An interagency field review was conducted to facilitate the involvement of the various agencies and to solicit ideas for site improvements and to identify sensitive environmental areas at each site location. A site description, location map, and photograph of each of the sites is included in this section of the report and in Figures III-1 through III-6.

Hallieford Public Landing

The beach at Hallieford Public Landing is currently used predominantly by local citizens. The site is undeveloped except for signage and a fence delineating the northwest property boundary along the beach. The beach has a sandy substrate and is approximately 220 feet in length and 15 to 20 feet wide during low tide. The banks above the dune area are wooded and contain species of pine and hardwoods. A dirt ramp leads to the beach from the cul de sac.

Based on a site visit, DCR's Division of Soil and Water Conservation's Shoreline Programs evaluated the stability of the beach area and proposed recommendations for site management. The Shoreline Programs' November 26, 1992 report addressed to Mr. Frank Pleva is included in Appendix B. In summary, this report states that the Hallieford Beach area has a historical erosion rate of less than 2.2 feet per year and that in fact, the beach may be accreting. While the beach grasses appeared to be in good condition, the Shoreline Programs report recommends semiannual fertilization and maintenance for the grasses which will increase plant vigor and growth. In addition to this, all small trees and shrubs growing in the beach grasses should be cut or trimmed to allow additional sunlight to penetrate. The increased exposure to the sun will stimulate the growth of upland groundcover and beach grasses.

Based on a preliminary evaluation by DCR's Division of Natural Heritage, no rare, threatened or endangered species or elements are currently known at the Hallieford Beach Landing. The photographs taken during a site visit were examined and the beach may have potential for the northeastern beach tiger beetle (*Cicindela dorsalis*

dorsalis). A survey of the beach for the tiger beetle should be conducted prior to beginning construction. Because there are several tiger beetle feeder sites located in the vicinity of the Hallieford Public Landing, it is not anticipated that improvements for beach use will impact the population. However, to ensure the stability of the beetle population, it is important to establish a program of management and protection for the nearby feeder sites. If the tiger beetle is found on this beach, opportunities may exist to protect populations located on the adjacent beaches by establishing easements with property owners.

Based on the interagency field review of the Hallieford Public Landing, the following comments and recommendations were made for site enhancement and development:

The wetlands should be delineated on this site prior to construction and adjustments made in the field to avoid impacts.

The beach grass vegetation should be managed on the adjacent properties as well as on the access site to maximize the protection the vegetation affords the site.

Representatives from the County of Mathews expressed concern regarding the location of a port-a-john on the site.

Natural screening may be required to buffer the adjacent property owners.

An additional barrier could be placed at the southern end of the beach.

III

41

Hallieford Public Landing Vicinity Map

Picnicking facilities would be a desirable site amenity.

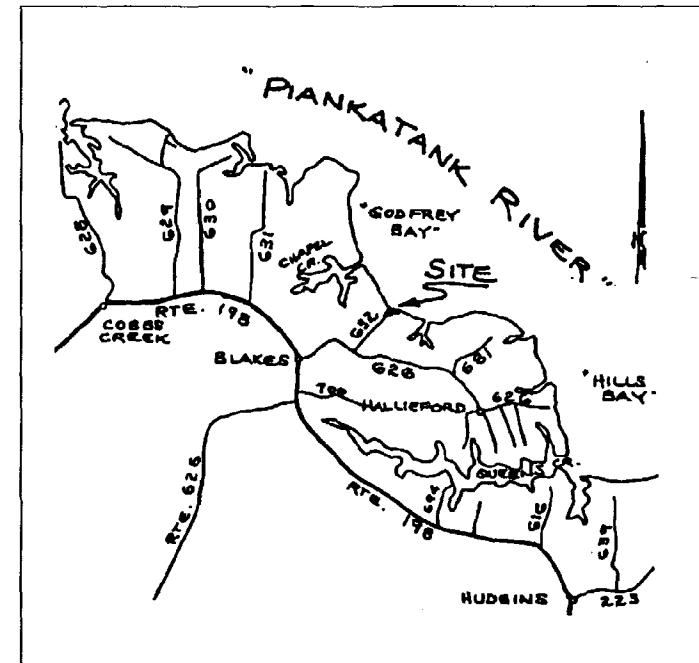
The following correspondence and data has also been requested or gathered for the Hallieford Public Landing:

A consistency determination/certification was requested from the Council on the Environment. The letter of request and the findings from this review are included in Appendix D.

An application for Categorical Exclusion and a letter from the State Historic Preservation Officer (SHPO) has been requested. The letter of request is included in Appendix E.

Based on interest expressed by the adjacent landowners, further coordination will take place prior to finalizing the preliminary site plan for Hallieford Public Landing. Correspondence has been mailed to these parties to provide them with additional information on the grant project. It is anticipated that copies of the grant report will also be forwarded to these citizens.

A Certificate of Title has been received certifying the Hallieford Public Landing is owned by the County of Mathews. This Certificate is included in Appendix F.



Hallieford Public Landing
Source: Robert C. Buckley, Jr.
Land Surveying Services



Hallieford Public Landing which is located in Mathews County on the Piankatank River at the end of Route 632 is in the northern portion of the county. The county map reference for this site is 5(A) 86A and it is approximately 0.68 acres. Hallieford Public Landing has been selected as a model site to provide beach and swimming access.

Figure III-2
Hallieford Public Landing Photo

Peary Public Landing

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III

Pearly Public Landing is surrounded by the marshes of Horn Harbor and is located in an area with low density residential land use. While the site currently has no site improvements, there may have been a pier or walkway located on the site at one time. Remnants of an old structure remain along the southern shoreline. A marshy spit extends approximately 250 feet into the Horn Harbor. The spit is connected to the mainland at the end of the cul de sac which provides access to the 0.84 acre site. The marsh grasses and wetlands surround the entire cul de sac. There was some evidence of disturbance of these grasses in the vicinity of the old pier.

The erosion rate and stability of the Peary Public Landing was evaluated after a site visit by DCR's Division of Soil and Water Conservation's Shoreline Programs. Their November 26, 1991 report addressed to Mr. Pleva is included in Appendix G. This report states that the historical erosion rate of the area is less than 1 foot per year. The erosion of this site is caused by tidal action and wave climate. Semiannual fertilization of the marsh grasses is recommended to increase plant vigor and growth. Where the marsh grass is sparse or absent, cordgrass and saltmeadow hay should be planted to establish a marsh fringe.

A preliminary review of the Peary Public Landing indicated the area as valuable habitat for various species and a suitable location for a natural area education and observation. This site may have potential for the seaside sparrow, sharp-tailed sparrow, short-eared owl, northern harrier and black rails. There is no evidence on the site of phragmites invasion. However, since construction will be proposed in the area, a 5 year surveillance for the

invasion and eradication of phragmites is necessary. A habitat evaluation is also recommended for the Peary Public Landing prior to the design of interpretive signage for this site.

Based on the interagency field review of the Peary Public Landing, the following comments and recommendations were made for site enhancement and development:

The wetlands and marsh fringes should be delineated and marked on the site using flagging prior to construction so that adjustments may be made to avoid impacts.

The marsh grasses should be fertilized and replanted in areas which have sparse vegetation or in areas void of vegetation.

An adopt-a-site program may be appropriate for the County to establish to assist with the management and maintenance of this site.

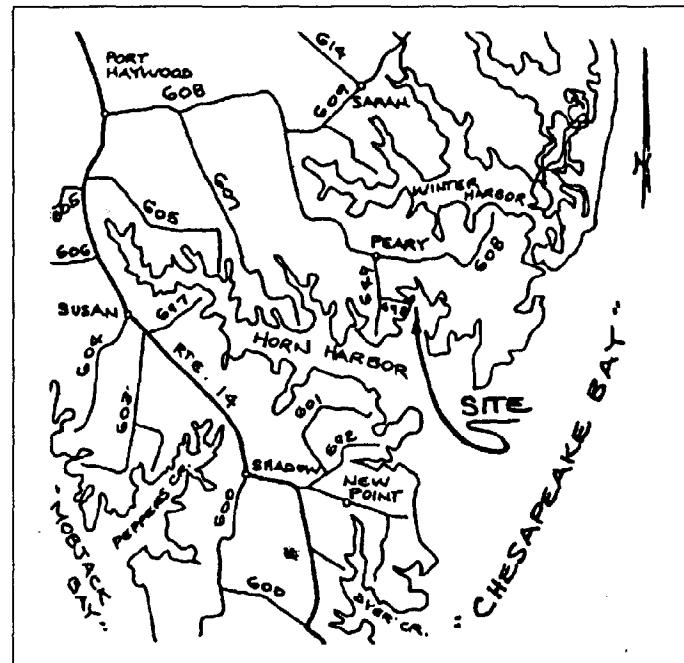
An observation deck or structure for the marsh spit should be placed in the water adjacent to the spit to maximize the spit habitat by eliminating the effects of shading.

Since this site is in a more remote location, it may not be advisable to place a trash can on the site. Visitors could be encouraged to take their trash with them.

Historically, Horn Harbor has not been a body of water which freezes in the winter. This minimizes the potential for winter damage to structures placed in the water.

Peary Public Landing Vicinity Map

Figure III-3



Peary Public Landing
Source: Robert C. Buckley, Jr.
Land Surveying Services

An osprey pole or platform could enhance viewing opportunities for this species.

Bare areas in the marsh fringe which are a result of foot traffic near the cartop boat landing should be revegetated. The use of walkways, fences, or using bollards may better protect the fringe marshes.

Projected use levels for these type of site improvements which encourage natural area observation are not known as there are no similarly developed areas in Virginia.

The following correspondence and data has also been requested or gathered for Peary Public Landing:

A consistency determination /certification was requested from the Council on the Environment. The letter of request and the findings from this review are included in Appendix D.

An application for Categorical Exclusion and a letter from the State Historic Preservation Officer (SHPO) has been requested. The letter of request is included in Appendix E.

A Certificate of Title has been received certifying the Peary Public Landing is owned by the County of Mathews. This Certificate is included in Appendix F.

Figure III-4
Peary Public Landing (Photo)

Pearly Public Landing is located in Mathews County at the end of Route 698 on Horn Harbor. The county map reference is 40(A) 88 and the site is approximately 0.84 acres. Peary Public Landing's relationship to the marshes surrounding Horn Harbor make it a desirable natural area observation and education access site.



Bray's Point Landing

Bray's Point Landing is an undeveloped site with the exception of a shell ramp which is used to launch small boats into the Northwest Branch Severn River. There are a few scattered trees, including a persimmon tree and other sparse, shrublike vegetation on the site. Most of the site's vegetation is wetland and marsh grass. The site is located in a central part of the county, near the concentrations of Gloucester's populus. A residence and a trailer park are located adjacent to the site.

The historical erosion rate and stability of the Bray's Point Landing shoreline was evaluated in the November 26, 1992 letter from DCR's Division of Soil and Water Conservation's Shoreline Programs to Carol Steele. This letter is included as Appendix H. The report states that the historical erosion rate for this area averages less than 1 foot per year. The erosion is a result of wave climate and tidal action. Semiannual fertilization of the marsh grasses located on the site is recommended. In all areas of the site where the marsh grasses are sparse or absent, a marsh fringe using smooth cordgrass and saltmeadow hay should be established.

Based on an evaluation of the Division of Natural Heritage's records and a site visit, no rare threatened or endangered species are believed to inhabit the area.

As a result of the interagency field review of Bray's Point and input from Gloucester County Parks and Recreation staff, the following recommendations and comments have been made pertaining to site enhancement and development:

- The wetlands should be delineated on this site prior to construction and flagged in the field so adjustments can be made which avoid wetlands impacts.

The marsh grass vegetation should be managed and replanted to maximize the protection of the site from erosion.

The tides fluctuate as much as 5.8 feet in this area.

This may be a good site to implement an adopt-a-site program which encourages citizen involvement and assists with site management and maintenance.

This area appears to be a good recreational fishing area and the County has expressed interest in having a fishing pier constructed at this location.

While the Bray's Point Landing was selected and evaluated for its suitability to provide fishing access to the Northwest Branch Severn River, a topographic and boundary survey was not conducted for the site and the site design was not completed. In late November of 1991 it became evident that a Certificate of Title could not be obtained for this site within the study timeframe. Based on research conducted by the Gloucester County Attorney it was determined that more extensive research and possibly public involvement would be required to obtain this certificate. It is believed the Department of Transportation acquired the landing sometime during the 1940's when Route 636 was constructed to the river. Verification of the title was beyond the scope of this grant and the selection of another site was prohibitive within the grant timeframe. It is recommended that the Department of Conservation and Recreation and the County of Gloucester pursue an additional CZRMP grant to complete the planning work and certify ownership of Bray's Point Landing. An estimated \$6,000.00 would be required to complete the planning and title certification for Bray's Point Landing.

Figure III-5
Bray's Point Public Landing Vicinity Map

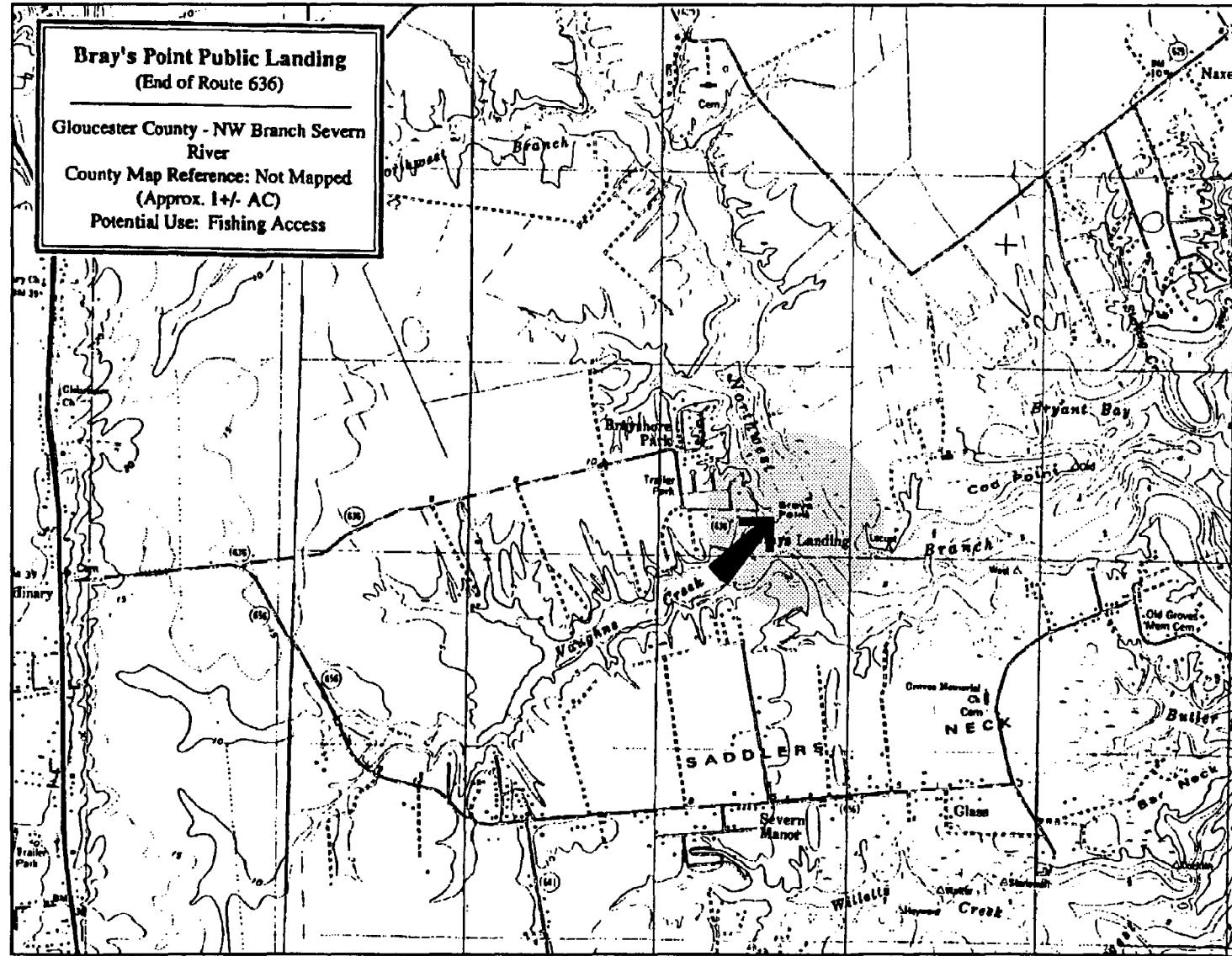
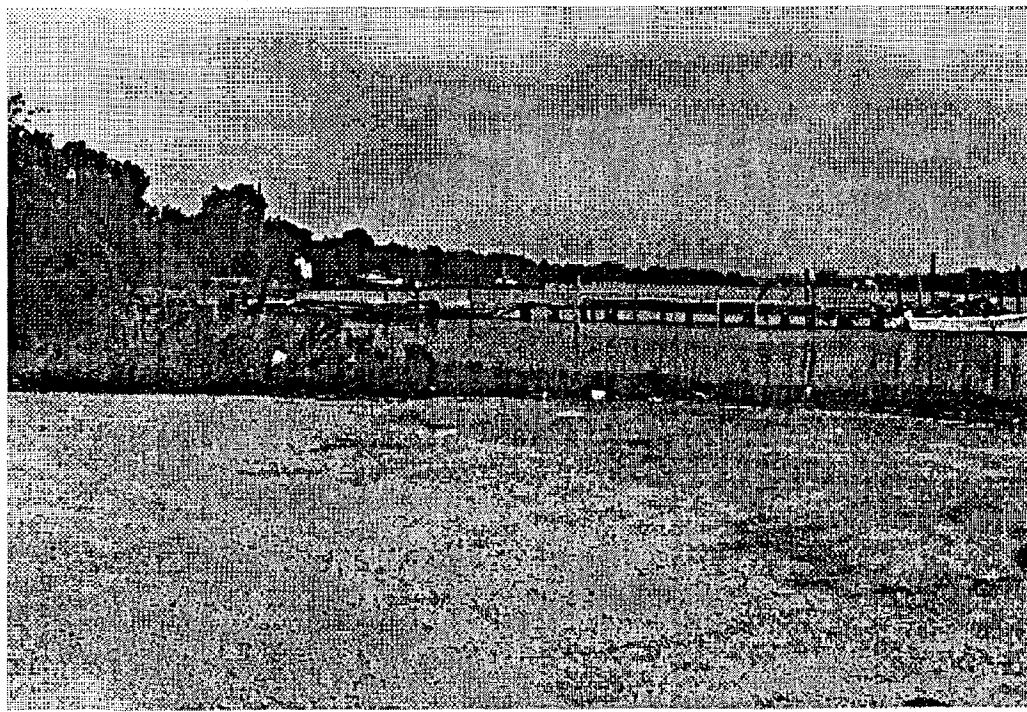


Figure III-6
Bray's Point Public Landing Photo



Bray's Point is located at the end of Route 636 in Gloucester County less than 5 miles from the courthouse area. This site is on the Northwest Branch of the Severn River and has been selected as a possible location for a fishing pier.

Purpose of Land Surveys, Site Designs and Cost Estimates

A certified land surveyor was contracted to conduct a topographic survey for use in developing site designs for the selected landings. Both the Peary Public Landing (0.84 acre) and the Hallieford Public Landing (0.68 acre) were surveyed for \$1,995.00. A copy of the scope of services and schedule which accompanied the contract is included as Appendix I.

Based on the land surveys, field review and comments from other agencies, the site designs for the Peary Public Landing and Hallieford Public Landing have been prepared as preliminary plans. The plans shown in this report are preliminary because further coordination is planned with the County of Mathews prior to finalizing the plans and construction documents. It is not anticipated that the type of use or type of facilities planned at each of these sites will significantly change as a result of further review. However, the inclusion of certain facilities or change in location for specific facilities such as a port-a-john, buffer areas or fencing may occur as a result of further review.

The cost estimates have been developed to provide a basis for acquisition of CZRMP 306A grant funds for construction. The construction documents have not been completed or included in this report; therefore, the costs are not based on bids relevant to construction documents. It is anticipated that the cost estimates included in this section will allow for the improvements discussed for Hallieford Public Landing and Peary Public Landing.

Design Description

The site amenities at Hallieford Public Landing have been planned to enhance the use of the beach as a recreational amenity to the community. While additional signing may increase visitor attendance at this site, facilities planned at this site should not significantly alter the level of use. The preliminary plan accommodates full use of the site by persons with disabilities as required by the American Disabilities Act (ADA).

The facilities planned for the Hallieford Public Landing include 5 parking spaces which are located outside the required turning radius for the cul de sac. These parking spaces will have compacted gravel surface with timber edgers to contain the gravel. Three of the parking spaces will be designated as handicap accessible with less than a 2% cross grade. One of the three parking spaces is located adjacent to the compacted sand and shell path leading to the raised walkway. Two other parallel parking spaces are planned along the southern limits of the site. Some grading of the site will be required to construct the parking spaces. Grading should be minimized by verifying the final location of the parking spaces in the field prior to construction.

The raised walkway has been placed on the ramp area which has previously been used by vehicles to access the beach. Vehicular access to the beach should be prohibited; therefore, 4 wood bollards have been spaced 5 feet apart to prevent vehicles from driving onto the raised walkway. The raised wood walkway is approximately 60 feet in length and will be constructed on a maximum 5% slope to the beach. The foot wide walkway is planned to extend to the sandy area which is some 15 feet from approximate mean high water. Wood hand rails will be placed on both sides of the walkway for its entire length. Skid resistant strips may be added to the walkway to ensure the walkway is safe for the maximum number of users, especially during wet weather.

A covered picnic shelter is connected to the raised walkway. This shelter will be open on all sides, have a hip or shed roof and have a wood rail surrounding it on 3 sides. An alternative to the raised picnic shelter would be a shelter located directly off of the raised walkway on a concrete pad or on compacted sand and gravel. Picnic tables will be designed to be handicap accessible.

A three-sided wood screen for a handicap accessible port-a-john may be located off the raised walkway or directly adjacent to the handicap accessible parking spaces. The port-a-john should be placed on a concrete pad and the surrounding screen constructed of wood.

A trash receptacle has been placed adjacent to the walkway and in a convenient location for removal near the end of the cul de sac. Another trash receptacle is located placed adjacent to the walkway and picnic shelter. Each trash receptacle should be designed and built into the deck. It is recommended that the inserts which hold the trash have a top to minimize the intrusion of animals.

Two identification signs are planned. One directional identification sign should be located at the intersection of Route 198 and Route 626. Another sign is planned to identify the access area and state and rules or regulation relevant to use of the site. Signage placed at the site will meet ADA standards.

The disturbance of the site during construction should be minimized. The limits of construction should be clearly marked prior to beginning construction. Measures to minimize erosion and sedimentation should be taken during and after construction. All disturbed areas should be revegetated. Recommendations made by the Shoreline Programs (Appendix B) should be implemented to enhance and stabilize the site.

Preliminary Plan for Hallieford Public Landing

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IV

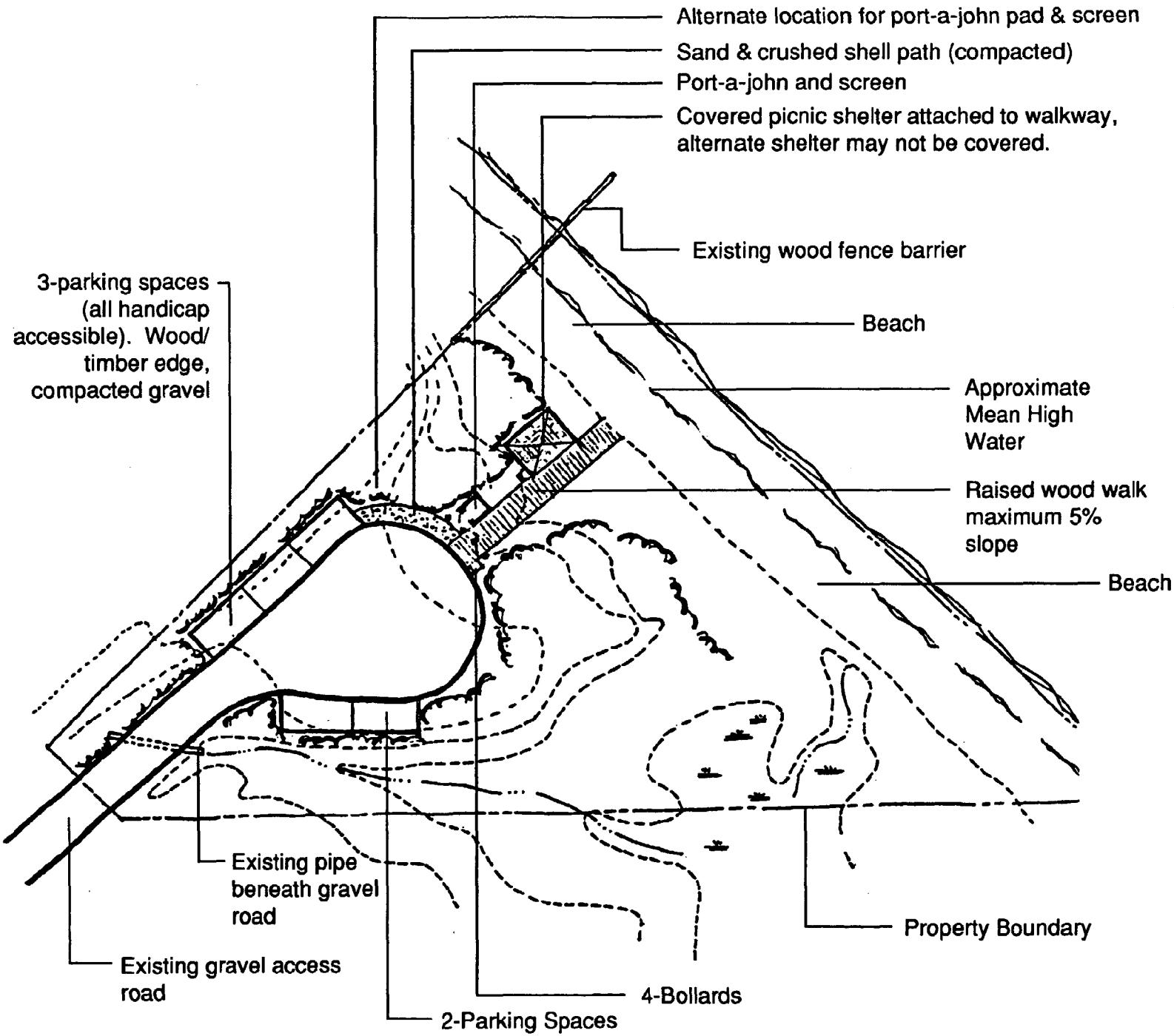


Table IV-1
Cost Estimates for Hallieford Public Landing

Item	Quantity	Cost
Raised Walk to Beach with Railings	480 s.f.	\$4,800
Screen for Port-A-John	25 l.f.	600
Picnic Shelter	192 s.f.	5,760
Trash Receptacles (32 gallon)	(2)	800
Parking Spaces - compacted gravel edged with wood timbers	(5) 1000 s.f.	2,000
Landscaping/Reseeding		1,000
Bollards	(4)	120
Sand & Shell Path	30 l.f.	150
Signage Directional to site and at the site	(2)	\$1,000
TOTAL		\$16,230

Sources: Chesapeake Bay Area Public Access Technical Assistance Report, 1990
Department of Conservation and Recreation, Division of State Parks.

Design Description

Site improvements at Peary Public Landing have been planned to enhance the use of Horn Harbor for natural area observation and education related to the marsh environment. With increased signage and perhaps notification of the educational community with the County of Mathews, visitation to this area could increase significantly. Although the site is remote and the planned amenities will encourage passive recreational and educational use, the increased traffic on the site should not significantly impact the environment or the adjacent properties. The planned facilities will be accessible to persons with disabilities as required by the American Disabilities Act (ADA).

Because Peary Public Landing is predominantly an emergent wetland, the radius of the cul de sac has not been increased. The existing turning radius is approximately 28 feet. Four 60 degree angle parking spaces are planned off the northernmost portion of the cul de sac. One of the parking spaces is designated handicapped accessible because it is 13 feet wide and is located adjacent to the compacted sand and shell path. All of the parking spaces will have a compacted gravel surface and each space will have a wood curb stop which is tied into the ground using a rebar. No grading is anticipated to construct the parking as shown on Figure IV-I.

Informational signage or an educational kiosk is located immediately adjacent to the parking. The information displayed on this kiosk should be coordinated with the Department of Conservation and Recreation's (DCR) Division of Natural Heritage (DNH). All signage will meet ADA requirements. A site survey for species using the area should be completed prior to the design educational materials. Information should include the management of

the site for the invasion of phragmites. In this way the citizens visiting the site may help to monitor the site.

A low vegetated screen using native plant materials is planned between the parking and the informal picnic area. The two picnic tables which will be mounted into the ground are located off the compacted shell and gravel path. A trash receptacle which is also mounted into the ground may be placed in this vicinity. These site furnishings will be handicap accessible.

Twelve wood bollards placed approximately 5 feet on center extend from the shell and sand path around the periphery of the cul de sac to prevent vehicles from driving on the marsh grass. While these bollards will prohibit large boats from pulling onto the site from the water or from launching, smaller boats will be able to continue to use the Peary Public Landing. The marsh grasses should be rejuvenated in this area as described by the Shoreline Programs letter in Appendix G.

A raised observation walkway which is approximately 240 feet in length is planned on the north side of the marsh spit. This observation structure is located in this area to prevent shading and destruction of the marsh habitat on the spit. The water depth in the area of the walkway ranges from approximately 6 inches to 2 feet. The bottom of the raised walkway should be constructed approximately 2 feet above mean high water. The walkway is 8 feet wide and hand rails will be placed for its entire length. Two informal benches are designed as part of the walkway/deck structure. These benches will meet ADA standards. The end of the walkway is widened to accommodate more persons and provide a comfortable area for extended use by a small groups. The

walkway is planned to bridge the fringe marsh located along the shoreline. The exact placement of the structure and length should be determined in the field prior to construction. There is no difference in grade along the entire length of this walkway making it entirely accessible to persons with disabilities.

An osprey pole or platform is planned to be placed in the water within good viewing of the observation walkway. The DCR's DNH and the Virginia Marine Resources Commission (VMRC) should be consulted regarding the exact location of the osprey platform. It is anticipated that the location of the platform will be finalized with the contractor in the field.

Three identification signs are planned to direct users to Peary Public Landing. Two signs should function as directional and should be located at the intersection of Route 14 and Route 608 and at the intersection of Route 608 and Route 698. Another sign may be placed at the site for identification and to post rules and regulations. All signage will meet ADA standards.

The disturbance of the site during construction should be minimized. The limits of construction should be clearly marked prior to beginning construction. Measures to minimize erosion and sedimentation should be taken during and after construction.

Preliminary Plan for Peary Public Landing

55

IV

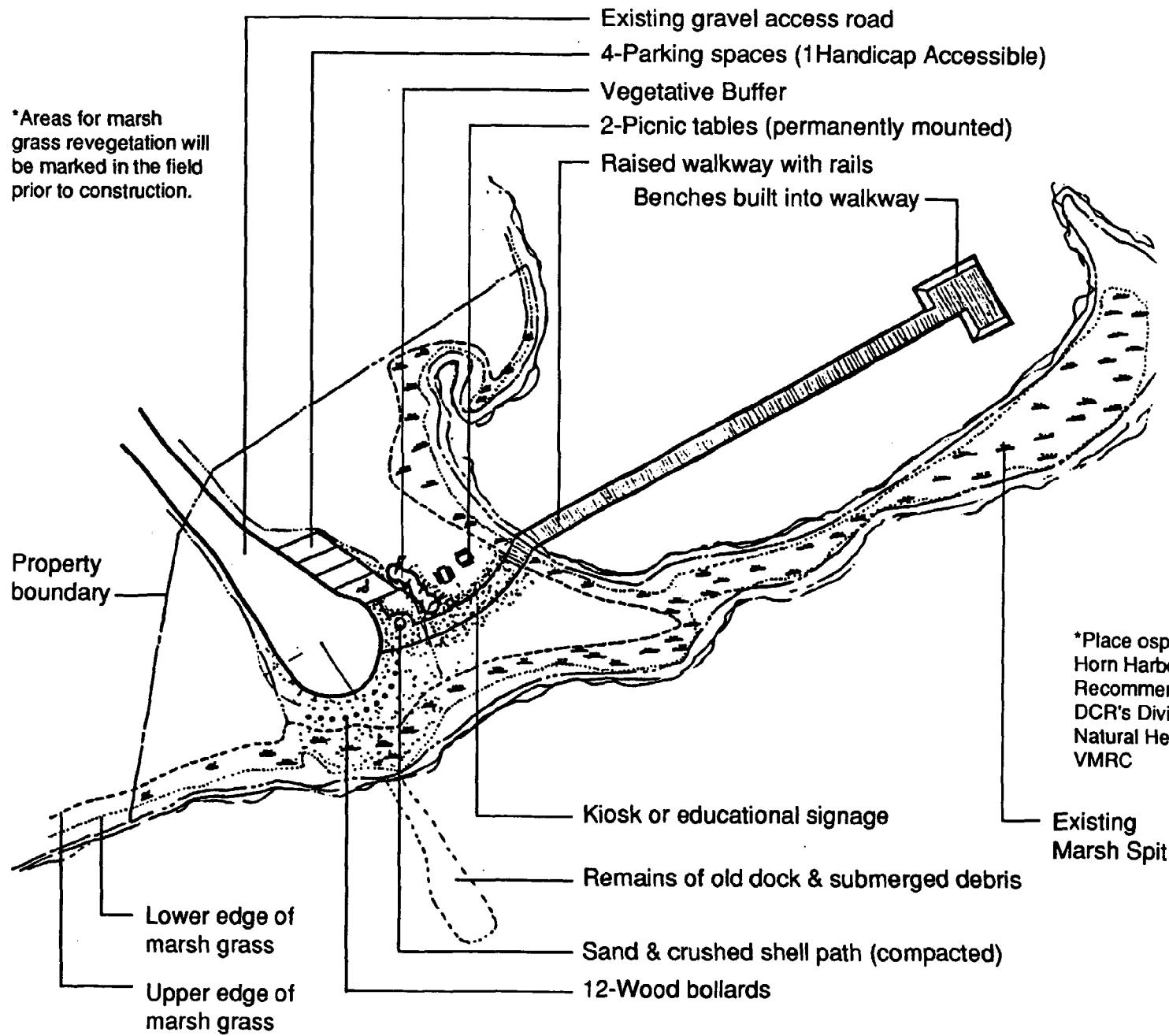


Table IV-2
Cost Estimate for Peary Public Landing

Item	Quantity	Cost
Picnic Tables	(2)	\$1000
Sand & Shell Path	780 s.f./90 l.f.	450
*Kiosk	(1)	5,000
Observation Deck over water	270 s.f.	2,700
Osprey Pole	(1)	200
Reseeded Marsh	1200 s.f.	
Wood Bollards	(12)	360
Gravel Parking Area	900 s.f.	1,600
Landscape Plants	(4-6)	200
**Removal of old Dock and submerged debris	1200 s.f. (80' dock)	2,000
Identification Signage	(3)	1,000
Trashcan with Lid (32 gallon)		400
TOTAL		\$15,210

Source: Chesapeake Bay Area Public Access Technical Assistance Report, 1990
Department of Conservation and Recreation, Division of State Parks

Estimate: *Includes design of the sign and cost of fabrication.
**R&W Construction, Inc., Marine & Excavating Contractor; Mathews, VA

The following recommendations are made for each of the three sites selected for this pilot study. The recommendations reflect a list of future actions for the final development, implementation and construction of the site plans.

Hallieford Public Landing

The Board on Conservation and Development of Public Beaches should be contacted regarding matching grant funds which may apply to the improvements recommended at Hallieford Public Landing. The address follows:

Board on Conservation and Development of
Public Beaches
Shoreline Programs Office
P.O. Box 1024
Gloucester Point, Virginia 23062

A cooperative agreement is recommended between the Department of Conservation and Recreation and the County of Mathews upon the receipt of any grant funds to be used for construction. A sample agreement is included in Appendix J.

The Department of Historic Resources should be contacted by the Department of Conservation and Recreation to follow up on the request of a letter

stating no significant impact from the State Historic Preservation Officer (SHPO).

The plans included in this grant report should be reviewed by the County of Mathews and the adjacent property owners prior to the development of details and construction documents.

A survey of the beach for tiger beetle should be conducted during the summer of 1992 or prior to the construction of site enhancements.

Wetlands should be delineated on this site prior to construction and siting adjustments made in the field to avoid potential impacts.

Grant funds should be pursued to implement the recommended and agreed upon improvements for this site so that it will function as a model site for other localities interested in improving public access to the Bay.

Peary Public Landing

A cooperative agreement is recommended between the Department of Conservation and Recreation and the County of Mathews upon the receipt of any grant funds to be used for construction. A sample agreement is included in Appendix J.

Recommendations

The Department of Historic Resources should be contacted by the Department of Conservation and Recreation to follow up on the request of a letter stating no significant impact from the State Historic Preservation Officer (SHPO).

A survey of the area to identify species and components of interest for natural area interpretation should be conducted during the summer of 1992 or prior to the design of educational signage.

A program to monitor for the invasion of phragmites should be instituted after construction is complete.

The wetlands should be delineated on this site prior to construction and siting adjustments made in the field to avoid potential impacts.

The plans included in this grant report should be reviewed by the County of Mathews prior to the development of details and construction documents.

Grant funds should be pursued to implement the recommended and agreed upon improvements for this site so that it will function as a model site for other localities interested in improving public access to the Bay.

Bray's Point Landing

A CZRMP 306 Grant should be pursued to assist with the required costs for certifying the title and completing the planning work for this site. A fishing pier planned at this location will complete the pilot study intent to show a full range of uses possible on small publicly owned sites.



Appendix A

Contact Names and Addresses

A P P E N D I X A

CONTACT NAMES & ADDRESSES

CHESAPEAKE BAY LOCAL ASSISTANCE DEPT
Brian Wagner, Senior Environmental Planner
Duke Whedbee, Wetlands Engineer
8th Street Ofc Bldg
805 East Broad St, Suite 701
Richmond VA 23219

COUNCIL ON THE ENVIRONMENT

Laura Lower, Coastal Grants Coordinator
Ellie Irons, Environmental Program Planner
9th Street Ofc Bldg, 9th fl
202 North 9th Street, Suite 900
Capitol Square
Richmond VA 23219

DEPT OF CONSERVATION & RECREATION

John Davy, Planning Bureau Manager
Derral Jones, Environmental Prog Manager
Janit Potter, Environmental Prog Planner
Lee Hill or Joe Baumer, SEAS Program
Kenn Clark, Div of Natural Heritage
Leon App, Administrative Executive

DEPT OF GAME & INLAND FISHERIES

Phil Lownes, Lands & Engrrg Division
4010 West Broad Street
Richmond VA 23230

ESSEX COUNTY PARKS & REC

R Gary Allen
PO Box 4079
Tappahannock VA 22560

GOLOUCESTER COUNTY PARKS & REC

Carol Steele
Post Ofc Box 157
Gloucester VA 23061

KING & QUEEN COUNTY PARKS & REC

Charles M Culley
Planning Director
King & Queen Courthouse VA 23085

KING WILLIAM COUNTY PARKS & REC

Dennis W Carney, Planning Director
Tim Smith, Parks & Rec Director
State Route 619
Post Ofc Box 215
King William VA 23086

(804) 371-0608
371-6222

(804) 786-4500
" " "
FAX # 371-7604

(804) 786-1119
" " "
FAX # 367-9147

(804) 367-1253
" " "
FAX # 367-9147

(804) 443-4190
" " "
FAX # 693-2355

(804) 785-4500
" " "
FAX # 769-4933
769-4928

P02700/PRR/JP

A P P E N D I X A

CONTACT NAMES & ADDRESSES

MATHEWS COUNTY PARKS & REC

John Christoper, Administrator
Frank Pleva, Planning Director
PST (Ted) Costin
Post Ofc Box 839
Mathews VA 23109

(804) 725-7171
(804) 725-7172
(804) 725-4034

MIDDLE PENINSULA PLANNING DISTRICT COMMISSION

Jim Uzel
Environmental Programs Coordinator
Post Ofc Box 286
Saluda VA 23149

(804) 758-2312

MIDDLESEX COUNTY PARKS & REC

Norm Risavi, County Administrator
Paul Peckens, County Planner
Post Ofc Box 428
Saluda VA 23149

(804) " 758-4330
" 758-3382

VA DEPT OF TRANSPORTATION

Dan Wagner, Resident Engineer
Post Ofc Box 184
Saluda VA 23149

(804) 758-2321

VA MARINE RESOURCES COMMISSION

David Knowles, Environmental Engineer
2600 Washington Avenue
Post Ofc Box 756
Newport News VA 23607-0756

(804) 247-2200

Appendix B

Shoreline Programs Report: Hallieford Public Landing,
Mathews County



COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION DIVISION OF SOIL AND WATER CONSERVATION

Shoreline Programs

P.O. Box 1024

Gloucester Point, Virginia 23062

(804) 642-7121

November 26, 1991

Mr. Frank A. Pleva
County Administrator
Mathews County
P.O. Box 839
Mathews, Virginia 23109

RE: SPS #92220

Dear Mr. Pleva:

On November 20, I met with you and the other field reviewers at Hallieford Landing on the Piankatank River in Mathews County. The site visit was in conjunction with the Public Access Implementation Pilot Study.

The publication entitled Shoreline Situation Report: Mathews County, Virginia reports the historical erosion rate for this area averages 2.2 feet per year. However, this erosion rate is averaged over the entirety of Godfrey Bay from Iron Point to Burton Point. The rate is more applicable to the exposed reaches near the two points. In the more protected areas near the landing, the erosion rate appears to be significantly less. Based on the site visit, it appears the beach may be accreting. The following recommendations are made as a result of the site visit and subsequent analysis of the problem:

1. The beach grasses growing on the shore trap windblown sand, bind the soil with their roots and dissipate wave energy during high water events. We recommend you begin a semiannual fertilization and maintenance program for the grasses. The program should increase plant vigor and promote growth.

To fertilize the beach grasses, broadcast a commercial fertilizer (10-10-10) at low tide. The fertilizer should be applied at the rate of 5 pounds per 1000 square feet at the beginning of May and middle of August. Tidal debris should be periodically removed to prevent smothering of the grasses.

Mr. Frank A. Pleva
Page 2
November 26, 1991

2. All small trees and shrubs growing on the in the beach grasses should be cut or trimmed. The additional sunlight exposure should stimulate growth of the upland ground cover and beach grasses.

The above recommendations are made in my capacity as an advisory agent in shoreline erosion control matters. The suggestions should not be considered as binding you to any particular course of action as they are intended to indicate what we think would be the best solution in terms of cost and effectiveness. Our examination of the site or this report does not constitute permission by the Commonwealth, or its agencies, to proceed with implementation of control measures. Permits from State and Federal agencies are generally required for shoreline modification.

You should also be aware that success in shoreline erosion control cannot be guaranteed as there are many variables involved. In this regard, we suggest care in selecting a contractor. Our comments concerning construction are intended as guidelines developed from our experience in viewing structures which have been successful or have failed.

If you decide to construct a control measure, an assessment of the impacts of the project on the environment will be given by the regulatory agencies. Our advice is given with the idea of reducing environmental impacts associated with our recommendations. Although this has been considered in our recommendations, the permit reviewing agencies may desire additional information or measures.

Services available through this office include: review of the permit application; review of design and construction plans; and inspection of structures under construction when plans have been reviewed by this office. We recommend that a copy of this report be attached to the permit application.

If we may be of further assistance or if you have any questions, please let me know.

Sincerely,

Joseph C. Baumer

Joseph C. Baumer
Shoreline Engineer

cc: ✓John Davy

Appendix C
Site Review Agenda and Attendees

AGENDA
Public Access Implementation Pilot Study
Coastal Zone Management Program Grant
Field Review: Wednesday November 20, 1991

- 7:45 AM Meet in front of the Zinke Building - 203 Governor Street: A blue state mini-van should be parked in front of the building.
- 9:30 AM Arrive - Mathews County Courthouse
* Mr. Frank Pleva, County Administrator and Mr. John Christopher, Director of Parks and Recreation will join the field review.
- * John Davy, DPPR Planning Bureau Manager will give a brief introduction of the pilot study and its relation to the Chesapeake Bay Agreement.
- 10:00 - 10:45 AM Peary Point Field Review
- 10:45 - 11:15 AM Bethel Beach Natural Area Preserve
Review a potential area for increased access in this area - Kenn Clark, Division of Natural Heritage.
- 11:15 - 12:00 PM Hallieford Landing Field Review
- 1:00 - 2:00 PM Lunch (separate tickets) at the Blue Fin Restaurant on Business Route 17: Gloucester. Carol Steel, Director of Parks and Recreation for Gloucester County will join the field review.
- 2:00 - 3:00 PM Bray's Point Landing Field Review
- 4:15 PM Arrive in Richmond

LIST OF INDIVIDUALS PLANNING TO ATTEND THE FIELD REVIEW

Department of Conservation and Recreation

John Davy, Planning Bureau Manager
Derral Jones, Environmental Program Manager
Janit Potter, Environmental Program Planner
Joe Baumer, SEAS Program
Kenn Clark, Division of Natural Heritage
Leon App, Administrative Assistant

County of Mathews

Frank Pleva, County Administrator
John Christopher, Director of Parks and Recreation Department

County of Gloucester

Carol Steele, Director of Parks and Recreation Department

Council on the Environment

Laura Lower, Coastal Grants Coordinator
Ellie Irons, Environmental Program Planner (Not Confirmed)

Chesapeake Bay Local Assistance Department

Brian Wagner, Senior Environmental Planner
Duke Whedbee, Wetlands Engineer

Virginia Marine Resources Commission

David Knowles, Environmental Engineer
(Will review Bray's Point Landing only)

Middle Peninsula Planning District Commission

Jim Uzel, Environmental Programs Coordinator

Department of Game & Inland Fisheries

Phil Lownes, Lands & Engineering Division
(Will review sites at a separate time)

Appendix D
Federal Consistency Review Form



ADMINISTRATION
NATURAL AREAS CONSERVATION
PLANNING AND RECREATION RESOURCES
SOIL AND WATER CONSERVATION
STATE PARKS

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION DIVISION OF PLANNING AND RECREATION RESOURCES

Art Buehler, Director

203 Governor Street, Suite 326
TDD (804) 786-2121 Richmond, Virginia 23219 (804) 786-2556 FAX: (804) 786-6141

M E M O R A N D U M

DATE: February 18, 1992

TO: Charlie Ellis, Council on the Environment

FROM: Janit L. Potter

SUBJECT: Environmental Review and Application for Categorical Exclusion for CZM Grant Public Access Implementation Projects at Peary Public Landing and Hallieford Public Landing in Mathews County

Please review the submitted projects for potential environmental impacts and issue a statement of no effect or concurrence with the application for categorical exclusion by March 15, 1992.

The Public Access Implementation Pilot Study is a project which explores opportunities and procedures for enhancing the use of small publicly owned parcels of waterfront for access. This project is being funded by a Coastal Zone Management Program (CZRM) grant from the Council on the Environment. The project is a two-phased pilot study which involves (1) inventory, site planning, environmental assessments and cost estimates for site improvements, and (2) construction and development. Both the planning and construction phases of this pilot study will serve as prototypes for the development of similar small parcels of publicly-owned water access areas. The existing CZRMP grant funds phase 1 of the pilot study.

During the current grant year, DPPR has conducted an inventory of the existing small shoreline parcels located in the Middle Peninsula. Based on this inventory, two model sites have been selected to be enhanced as public recreation areas. The two sites will be developed as (1) beach and swimming access, (2) and a natural area. A description of each of the selected sites and maps of each of the sites are enclosed. An interagency field review took place on Wednesday, November 20th. At that time, issues relating to potential use of the sites and environmental considerations for the enhancement of each site were discussed. Representatives from Mathews County and Gloucester County attended the site review to express the counties desires for the development of each of these access sites.

LIST OF INDIVIDUALS IN ATTENDANCE AT THE NOVEMBER 20, 1991
FIELD REVIEW

Department of Conservation and Recreation

John Davy, Planning Bureau Manager
Derral Jones, Environmental Program Manager
Janit Potter, Environmental Program Planner
Joe Baumer, SEAS Program
Kenn Clark, Division of Natural Heritage
Leon App, Administrative Assistant

County of Mathews

Frank Pleva, County Administrator
John Christopher, Director of Parks and Recreation Department

County of Gloucester

Carol Steele, Director of Parks and Recreation Department

Council on the Environment

Laura Lower, Coastal Grants Coordinator
Ellie Irons, Environmental Program Planner (Not Confirmed)

Chesapeake Bay Local Assistance Department

Brian Wagner, Senior Environmental Planner

Duke Whedbee, Wetlands Engineer

Virginia Marine Resources Commission

David Knowles, Environmental Engineer

(Bray's Point Landing)

Middle Peninsula Planning District Commission

Jim Uzel, Environmental Programs Coordinator

Department of Game & Inland Fisheries

Phil Townes, Lands & Engineering Division

(Will review sites at a separate time)

CHESAPEAKE BAY PUBLIC ACCESS IMPLEMENTATION PILOT STUDY
SITE DESCRIPTIONS

Peary Public Landing - End of Route 698

Mathews County Horn Harbor

County Map Reference: 40(A) 88 (0.90 AC)

USGS Quad: New Point - Comfort, VA

Potential Use: Natural Area Observation and Crabbing

USGS MAP ATTACHED

Peary Public Landing at one time may have had improvements such as a pier or walkway located on the site. The remnants of these old structures remain at this site and will be removed as part of the proposed improvements. A marshy spit extends approximately 50 feet into the water. The spit is connected to the main land area located at the end of the cul de sac. A boardwalk for natural area observation may be located on a portion of this spit. A preliminary wildlife study will be conducted to determine the probability of species which may be observed from the site. This study along with recommendations from the Division of Natural Heritage will guide the educational and interpretive facilities planned for Peary Public Landing.

Hallieford Public Landing - End of Route 632

Mathews County Piankatank River

County Map Reference: 5 (A) 86A (0.48 AC)

USGS Quad: Deltaville

Potential Use: Beach Access

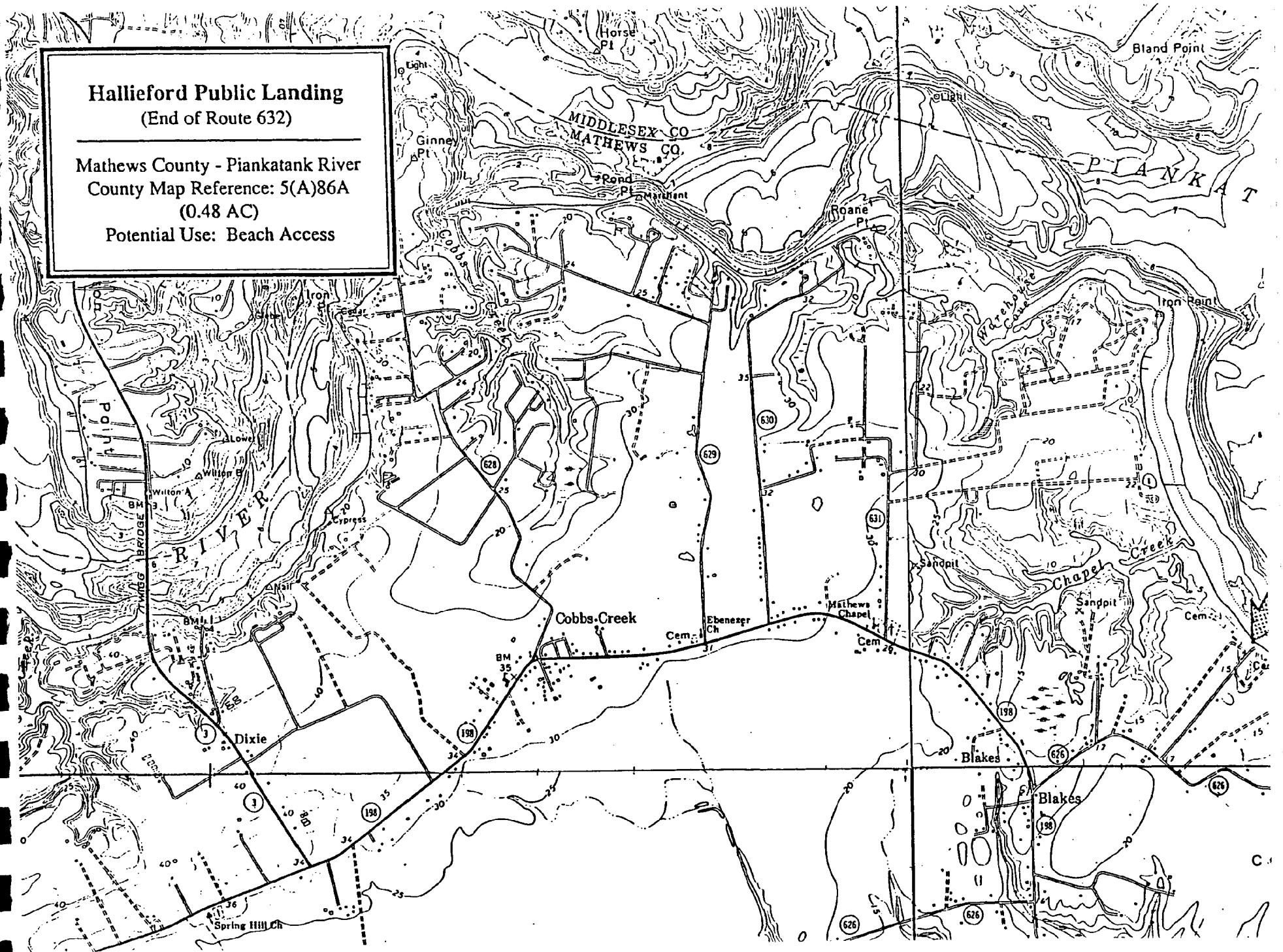
USGS MAP ATTACHED

Hallieford Beach is currently used as a beach and is undeveloped except for signage and fences delineating the beach. The banks above the sandy beach area are wooded. The beach is approximately 200 feet in length and 10 - 15 feet wide during low tide. There is potential that the tiger beetle inhabits this beach. Based on a preliminary evaluation by Chris Pague of the Division of Natural Heritage, no problems are anticipated with the development and enhancement of this beach site. A survey for the tiger beetle which would precede the initiation of construction is planned for early next summer. The site plans for Hallieford Public Landing may include: handicapped access to the water via walkways, sanitary facilities, enhanced parking, waste receptacles and a picnicking area.

Hallieford Public Landing
(End of Route 632)

Mathews County - Piankatank River
County Map Reference: 5(A)86A
(0.48 AC)

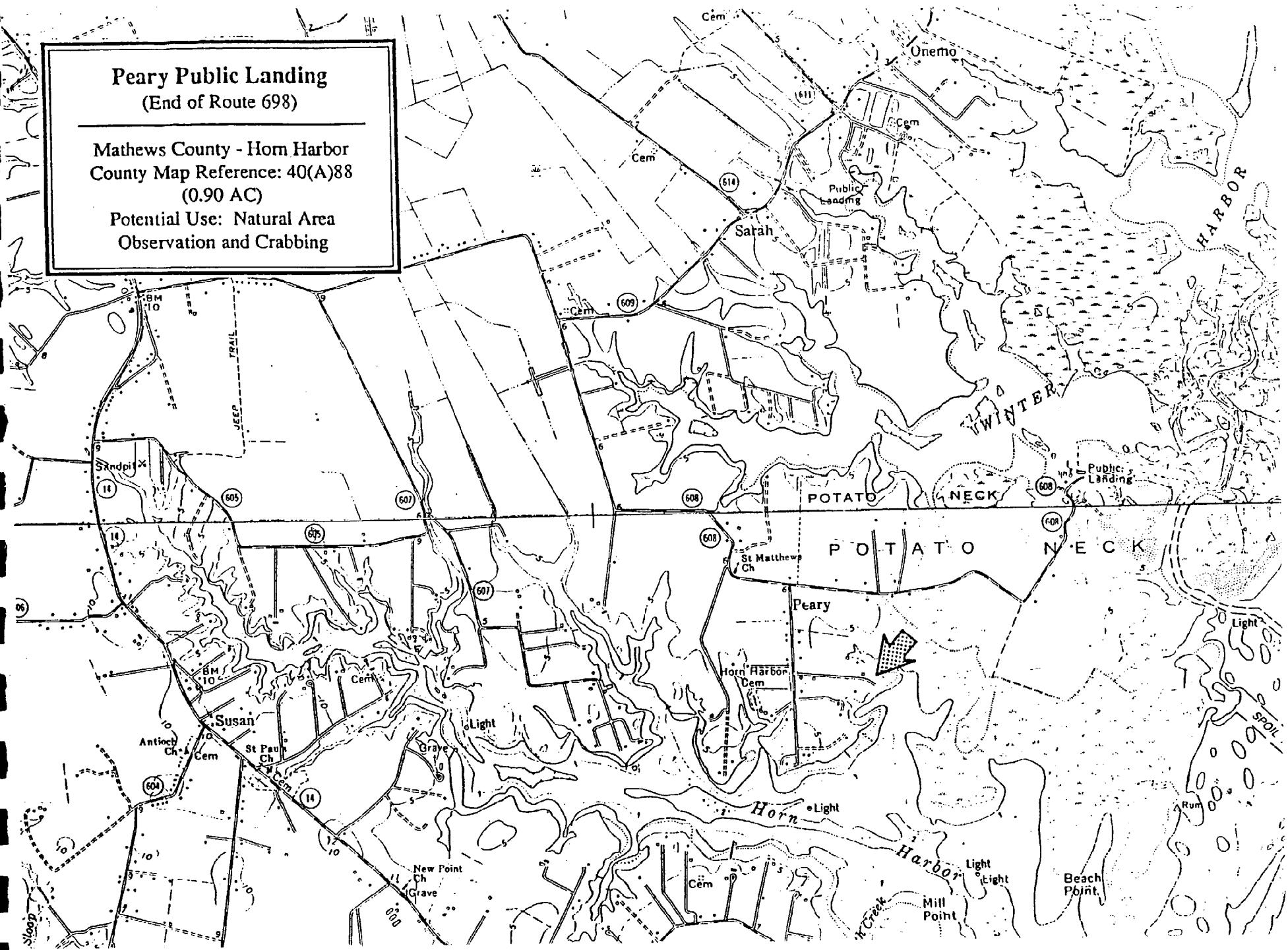
Potential Use: Beach Access



Peary Public Landing
(End of Route 698)

Mathews County - Horn Harbor
County Map Reference: 40(A)88
(0.90 AC)

Potential Use: Natural Area
Observation and Crabbing



Resource Management Improvement Grants
(Section 306A)

CATEGORICAL EXCLUSION CHECKLIST

Applicant: DEPARTMENT OF CONSERVATION-RECREATION ON BEHALF OF MATHESON COUNTY

Project title: HARVEED PUBLIC LANDING: BEACH ACCESS IMPROVEMENTS

Project proposed under
Section 306A (c) (2) A-B
C(i) C(ii) D-E

TOTAL COST:
Federal: _____
State: _____
Local: _____
Other: _____

Project Eligibility (check appropriate reference)

- The project site is a APR which has been designated pursuant to Section 306(c) (9).
- The project addresses restoration or preservation of an area containing one or more resources of national significance. (please specify).
- The project is located in a APC which has been designated pursuant to Section 305(b) (3).

- The project site is an area identified as part of the shorefront access planning element under Section 305 (b) (7).

INSTRUCTIONS: For the above project, check the appropriate answer to each of the questions below. If all of the answers on this checklist are checked "No" or "None", then the proposed project meets the criteria for Categorical Exclusion and no environmental assessment (EA) will be required. If any answer is "Yes" or "Significant", then an EA may be required unless: 1) additional information is provided stating why the applicant believes an EA is not required, or 2) there is no doubt that an environmental impact statement (EIS) is required. If the applicant believes an EIS is required, they should first contact the Department to further discuss the matter. Items checked as "Uncertain" or "Minor" may qualify as a Categorical Exclusion if additional information (e.g. mitigating actions) are provided in the project description, or may require an EA. The Department reserves the right to require additional environmental information in cases where project impacts are not clearly described in the application or where probable impacts require an EA or EIS.

A SIGNATURE WILL BE REQUIRED AT THE END OF THIS CHECKLIST BY A STATE PROGRAM OFFICIAL ACKNOWLEDGING PROJECT CONSISTENCY AND STATE RESPONSIBILITIES WITH REFERENCE TO DOCUMENTATION KEPT BY THE STATE FOR THIS PROJECT, AND BY THE STATE OR LOCAL OFFICIAL WHO PREPARED THE CATEGORICAL EXCLUSION CHECKLIST.

A. Evaluation of criteria for Categorical Exclusion:

1. This action or group of actions No Uncertain Yes would have a significant effect on the quality of the human environment.
2. This action or group of actions No Uncertain Yes would involve unresolved conflicts concerning alternative uses of available resources.

B. Evaluation of exceptions to actions within Categorical Exclusion:

1. This action would have significant adverse effects on public health or safety. No Uncertain Yes
2. This action will have highly controversial environmental effects. No Uncertain Yes
3. This action will have highly uncertain environmental effect or involve unique or unknown environmental impact. No Uncertain Yes
4. The specific impact of the project on the following resources:
 - a) beaches and dunes None Minor Significant
 - b) wetlands None Minor Significant
 - c) estuarine areas None Minor Significant
 - d) wildlife habitat None Minor Significant
 - e) barrier islands None Minor Significant
 - f) wild or scenic river None Minor Significant
 - g) reefs None Minor Significant
 - h) threatened or endangered species None Minor Significant
 - i) floodplains None Minor Significant
 - j) other unique resources None Minor Significant

5. This action is related to other No/Uncertain_Yes_
action with individually insignifi-
cant but cumulatively signifi-
cant effects.

6. This section will affect
properties listed in the
National Register of Historic
Places or otherwise protected by
Section 106 of the National Historic
Preservation Act or a similar State
Preservation Act.
No/Uncertain_Yes_

7. Condemnation is required for the No/Uncertain_Yes_
purchase of property (attach list
of property owners).
No/Uncertain_Yes_

8. The project is located on unde-
veloped coastal barriers design-
ated pursuant to the Coastal
Barrier Resources Act.
No/Uncertain_Yes_

9. The project is located in a
designated floodway or "vn"
zone on a NFIP Floodway Map.
No/Uncertain_Yes_

10. This action is inconsistent
with Federal, state, local or
tribal law or requirements
imposed for protection of the
environment.
No/Uncertain_Yes_

11. Please list permits required
and their status in the space
below:
NONE NEEDED

12. Jeff L. Potter Environmental Planner 2/18/92
Signature and title of CE Preparer Date

Resource Management Improvement Grants

(Section 306A)

CATEGORICAL EXCLUSION CHECKLIST

Applicant: DEPARTMENT OF CONSERVATION REQUESTION ON BEHALF OF MATTHEWS COUNTY

Project Title: Pearl Landing: Natural Area Access Improvements

Project proposed under
Section 306A (c) (2) A-B
C(i) C(ii) C(iii) D-E

TOTAL COST:
Federal: _____
State: _____
Local: _____
Other: _____

Project Eligibility (check appropriate reference)

- The project site is in a APR which has been designated pursuant to section 306(c) (9).
- The project addresses restoration or preservation of an area containing one or more resources of national significance. (please specify).
- The project is located in a APC which has been designated pursuant to Section 305 (b) (3).
- The project site is an area identified as part of the shorefront access planning element under Section 305 (b) (7).

INSTRUCTIONS: For the above project, check the appropriate answer to each of the questions below. If all of the answers on this checklist are checked "No" or "None", then the proposed project meets the criteria for Categorical Exclusion and no environmental assessment (EA) will be required. If any answer is "Yes" or "Significant", then an EA may be required unless: 1) additional information is provided stating why the applicant believes an EA is not required, or 2) there is no doubt that an environmental impact statement (EIS) is required. If the applicant believes an EIS is required, they should first contact the Department to further discuss the matter. Items checked as "Uncertain" or "Minor" may qualify as a Categorical Exclusion if additional information (e.g. mitigating actions) are provided in the project description, or may require an EA. The Department reserves the right to require additional environmental information in cases where project impacts are not clearly described in the application or where probable impacts require an EA or EIS.

A SIGNATURE WILL BE REQUIRED AT THE END OF THIS CHECKLIST BY A STATE PROGRAM OFFICIAL ACKNOWLEDGING PROJECT CONSISTENCY AND STATE RESPONSIBILITY WITH REFERENCE TO DOCUMENTATION KEPT BY THE STATE FOR THIS PROJECT, AND BY THE STATE OR LOCAL OFFICIAL WHO PREPARED THE CATEGORICAL EXCLUSION CHECKLIST.

A. Evaluation of criteria for Categorical Exclusion:

1. This action or group of actions Uncertain Yes— would have a significant effect on the quality of the human environment.
2. This action or group of actions Uncertain Yes— would involve unresolved conflicts concerning alternative uses of available resources.

B. Evaluation of exceptions to actions within Categorical Exclusion:

1. This action would have significant adverse effects on public health or safety. Uncertain Yes—
2. This action will have highly controversial environmental effects. Uncertain Yes—
3. This action will have highly uncertain environmental effect or involve unique or unknown environmental impact. Uncertain Yes—
4. The specific impact of the project on the following resources:
 - a) beaches and dunes Minor Significant—
 - b) wetlands Minor Significant—
 - c) estuarine areas Minor Significant—
 - d) wildlife habitat Minor Significant—
 - e) barrier islands Minor Significant—
 - f) wild or scenic river Minor Significant—
 - g) reefs Minor Significant—
 - h) threatened or endangered species Minor Significant—
 - i) flood plains Minor Significant—
 - j) other unique resources Minor Significant—

5. This action is related to other action with individually insignificant but cumulatively significant effects. Uncertain Yes

6. This section will affect properties listed in the National Register of Historic Places or otherwise protected by Section 106 of the National Historic Preservation Act or a similar State Preservation Act. Uncertain Yes

7. Condemnation is required for the No Uncertain Yes purchase of property (attach list of property owners).

8. The project is located on undeveloped coastal barriers designated pursuant to the Coastal Barrier Resources Act. Uncertain Yes

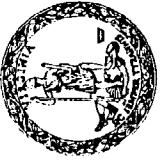
9. The project is located in a designated floodway or "V" zone on a NPPF Floodway Map. Uncertain Yes

10. This action is inconsistent with Federal, state, local or tribal law or requirements imposed for protection of the environment. Uncertain Yes

11. Please list permits required and their status in the space below:

NONCE NEEDED

12. Janell Potter Environmental Program Manager 2/19/12
Signature and title of CE Preparer Date



FEB 25 1992

COMMONWEALTH of VIRGINIA

Council on the Environment

KEITH J. BUTTLEMAN
ADMINISTRATOR

202 NORTH NINTH STREET
SUITE 900
RICHMOND 23219
804-786-4600
TDD 804-371-7604

FEDERAL CONSISTENCY REVIEW FORM

NAME OF APPLICANT OR PROJECT SPONSOR: Department of Conservation and Recreation, Division of Planning and Recreation Resources
APPLIED FOR: Federal Funds -CZM Grant. No federal or state permits necessary.

PROJECT TITLE AND DESCRIPTION: Public Access Implementation at (1) Peary Public Landing and (2) Hallieford Public Landing in Mathews County.

ACTION REQUIRING CONSISTENCY REVIEW (LICENSES/PERMITS/FUNDS APPLIED FOR): Federal Funds -CZM Grant. No federal or state permits necessary.

CONSISTENCY CERTIFICATION/DETERMINATION OR PERMIT APPLICATION RECEIVED: February 18, 1992

FINDINGS:

Additional information is needed before consistency review can begin. Please see the attached discussion on the information needed to begin the consistency review.

The consistency determination/certification for the proposed project has been reviewed and found consistent with the goals and objectives of the Virginia Coastal Resources Management Program.

The consistency determination/certification for the proposed project has been reviewed and found inconsistent with the goals and objectives of the Virginia Coastal Resources Management Program. Attached are the reasons supporting our finding and suggested modifications to make the project consistent. Applicants for federal permits or licenses may appeal this decision to the Secretary of the Commerce on the grounds that the activity is consistent with the objectives or purposes of the Coastal Zone Management Act or is necessary in the interest of national security.

E. Meier Irons
E. Meier Irons
Federal Consistency Coordinator

February 24, 1992

Date

Appendix E
Application for Categorical Exclusion and a request for a
letter from the SHPO





ADMINISTRATION
NATURAL AREAS CONSERVATION
PLANNING AND RECREATION RESOURCES
SOIL AND WATER CONSERVATION
STATE PARKS

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION

DIVISION OF PLANNING AND RECREATION RESOURCES

Art Buchler, Director

203 Governor Street, Suite 326

TDD (804) 786-2121 Richmond, Virginia 23219 (804) 786-2556 FAX: (804) 786-6141

MEMORANDUM

DATE: February 18, 1992

TO: Bruce Larson, Department of Historic Resources

FROM: Janit L. Potter

SUBJECT: Environmental Review and Application for Categorical Exclusion for CZM Grant Public Access Implementation Projects at Peary Public Landing and Hallieford Public Landing in Mathews County

Please review the submitted projects for potential environmental impacts and issue a statement of no effect or concurrence with the application for categorical exclusion by March 15, 1992.

The Public Access Implementation Pilot Study is a project which explores opportunities and procedures for enhancing the use of small publicly owned parcels of waterfront for access. This project is being funded by a Coastal Zone Management Program (CZMMP) grant from the Council on the Environment. The project is a two-phased pilot study which involves (1) inventory, site planning, environmental assessments and cost estimates for site improvements, and (2) construction and development. Both the planning and construction phases of this pilot study will serve as prototypes for the development of similar small parcels of publicly-owned water access areas. The existing CZMMP grant funds phase 1 of the pilot study.

During the current grant year, DPPR has conducted an inventory of the existing small shoreline parcels located in the Middle Peninsula. Based on this inventory, two model sites have been selected to be enhanced as public recreation areas. The two sites will be developed as (1) beach and swimming access, (2) and a natural area. A description of each of the selected sites and maps of each of the sites are enclosed. An interagency field review took place on Wednesday, November 20th. At that time, issues relating to potential use of the sites and environmental considerations for the enhancement of each site were discussed. Representatives from Mathews County and Gloucester County attended the site review to express the counties desires for the development of each of these access sites.

LIST OF INDIVIDUALS IN ATTENDANCE AT THE NOVEMBER 20, 1991
FIELD REVIEW

Department of Conservation and Recreation

John Davy, Planning Bureau Manager
Derral Jones, Environmental Program Manager
Janit Potter, Environmental Program Planner
Joe Baumer, SEAS Program
Kenn Clark, Division of Natural Heritage
Leon App, Administrative Assistant

County of Mathews

Frank Pleva, County Administrator
John Christopher, Director of Parks and Recreation Department

County of Gloucester

Carol Steele, Director of Parks and Recreation Department

Council on the Environment

Laura Lower, Coastal Grants Coordinator
Ellie Irons, Environmental Program Planner (Not Confirmed)

Chesapeake Bay Local Assistance Department

Brian Wagner, Senior Environmental Planner
Duke Whedbee, Wetlands Engineer

Virginia Marine Resources Commission

David Knowles, Environmental Engineer
(Bray's Point Landing)

Middle Peninsula Planning District Commission

Jim Uzel, Environmental Programs Coordinator

Department of Game & Inland Fisheries

Phil Lownes, Lands & Engineering Division
(Will review sites at a separate time)

CHESAPEAKE BAY PUBLIC ACCESS IMPLEMENTATION PILOT STUDY
SITE DESCRIPTIONS

Peary Public Landing - End of Route 698

Mathews County Horn Harbor

County Map Reference: 40(A) 88 (0.90 AC)

USGS Quad: New Point - Comfort, VA

Potential Use: Natural Area Observation and Crabbing

USGS MAP ATTACHED

Peary Public Landing at one time may have had improvements such as a pier or walkway located on the site. The remnants of these old structures remain at this site and will be removed as part of the proposed improvements. A marshy spit extends approximately 50 feet into the water. The spit is connected to the main land area located at the end of the cul de sac. A boardwalk for natural area observation may be located on a portion of this spit. A preliminary wildlife study will be conducted to determine the probability of species which may be observed from the site. This study along with recommendations from the Division of Natural Heritage will guide the educational and interpretive facilities planned for Peary Public Landing.

Hallieford Public Landing - End of Route 632

Mathews County Piankatakan River

County Map Reference: 5(A) 86A (0.48 AC)

USGS Quad: Deltaville

Potential Use: Beach Access

USGS MAP ATTACHED

Hallieford Beach is currently used as a beach and is undeveloped except for signage and fences delineating the beach. The banks above the sandy beach area are wooded. The beach is approximately 200 feet in length and 10 - 15 feet wide during low tide. There is potential that the tiger beetle inhabits this beach. Based on a preliminary evaluation by Chris Page of the Division of Natural Heritage, no problems are anticipated with the development and enhancement of this beach site. A survey for the tiger beetle which would precede the initiation of construction is planned for early next summer. The site plans for Hallieford Public Landing may include: handicapped access to the water via walkways, sanitary facilities, enhanced parking, waste receptacles and a picnicking area.

LIST OF INDIVIDUALS IN ATTENDANCE AT THE NOVEMBER 20, 1991
FIELD REVIEW

Department of Conservation and Recreation

John Davy, Planning Bureau Manager
Derral Jones, Environmental Program Manager
Janit Potter, Environmental Program Planner
Joe Baumer, SEAS Program
Kenn Clark, Division of Natural Heritage
Leon App, Administrative Assistant

County of Mathews

Frank Pleva, County Administrator
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County of Gloucester

Carol Steele, Director of Parks and Recreation Department

Council on the Environment

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Duke Whedbee, Wetlands Engineer

Virginia Marine Resources Commission

David Knowles, Environmental Engineer
(Bray's Point Landing)

Middle Peninsula Planning District Commission

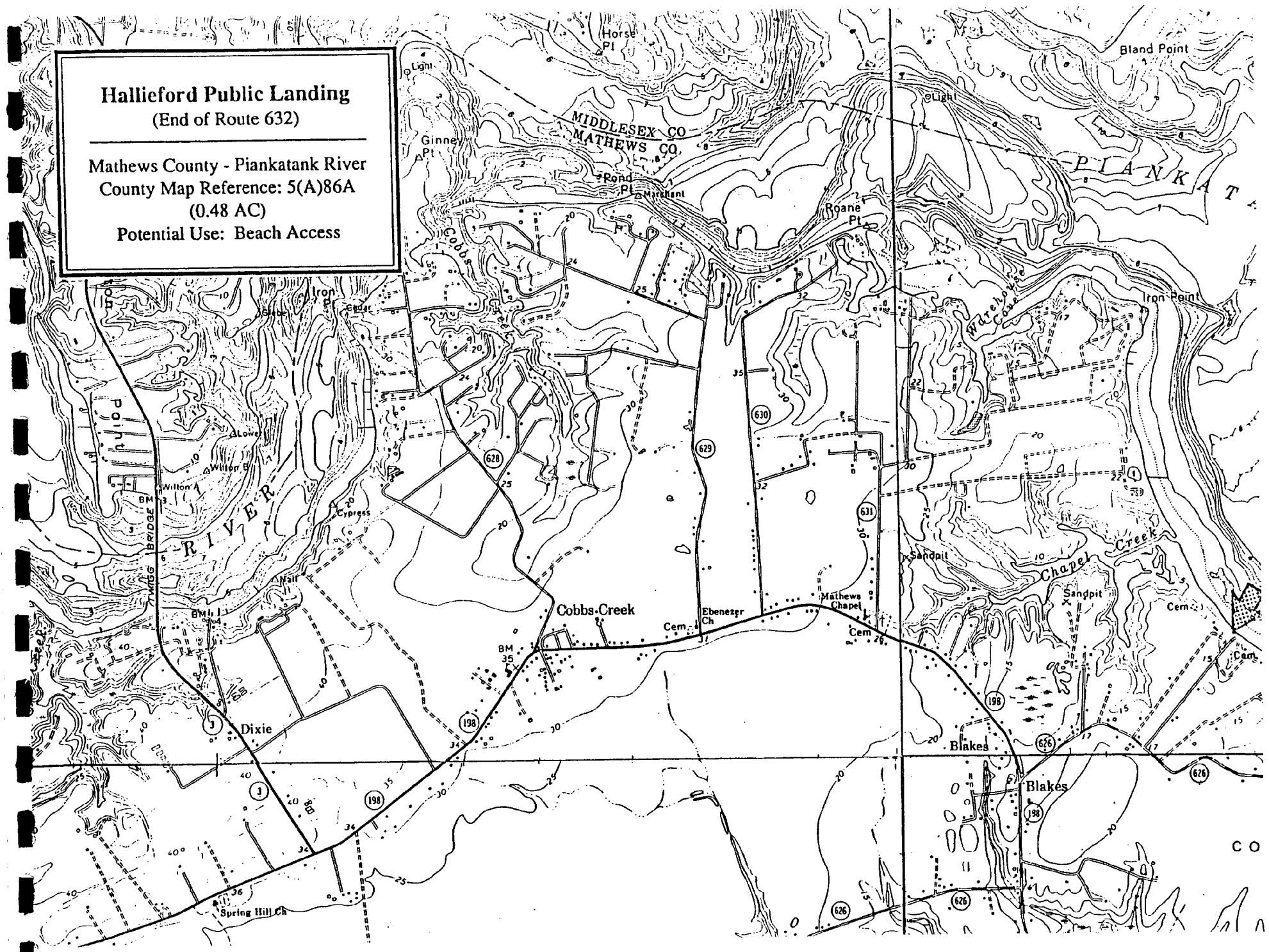
Jim Uzel, Environmental Programs Coordinator

Department of Game & Inland Fisheries

Phil Lownes, Lands & Engineering Division
(Will review sites at a separate time)

Hallieford Public Landing
(End of Route 632)

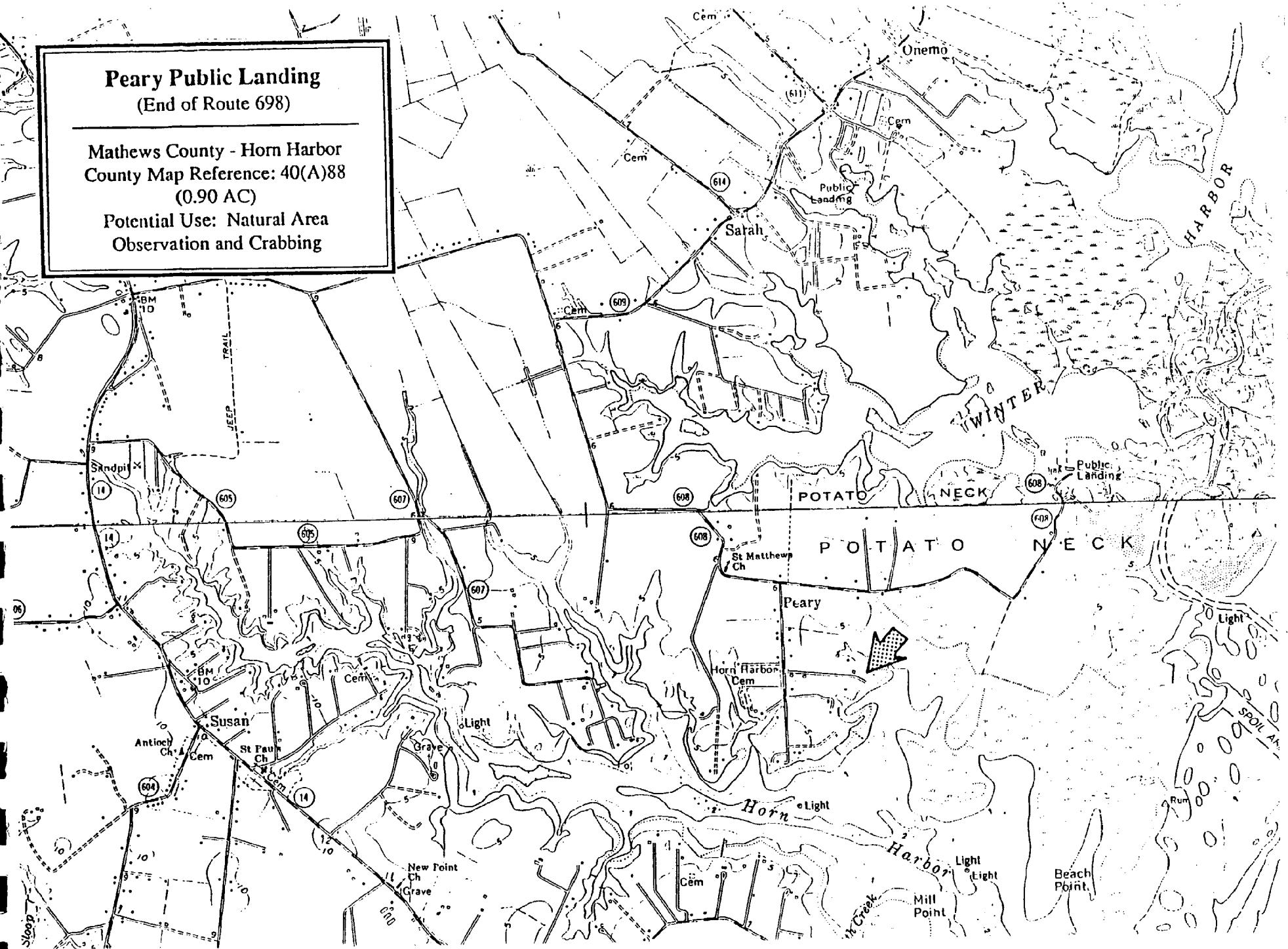
Mathews County - Piankatank River
County Map Reference: 5(A)86A
(0.48 AC)
Potential Use: Beach Access



Peary Public Landing
(End of Route 698)

Mathews County - Horn Harbor
County Map Reference: 40(A)88
(0.90 AC)

Potential Use: Natural Area
Observation and Crabbing



Resource Management Improvement Grants

(Section 306A)

CATEGORICAL EXCLUSION CHECKLIST

Applicant: DEPARTMENT OF PARKS & RECREATION ON BEHALF OF MATHEUS COUNTY

Project Title: HANNEFERD PUBLIC LANDINGS: BEACH ACCESS IMPROVEMENTS

Project proposed under
Section 306A (c) (2) A-B
C(i) C(ii) C(iii) D-E

TOTAL COST: _____
Federal: _____
State: _____
Local: _____
Other: _____

Project Eligibility (check appropriate reference)

- The project site is a APR which has been designated pursuant to Section 306(c) (9).
- The project addresses restoration or preservation of an area containing one or more resources of national significance. (please specify)
- The project is located in a APC which has been designated pursuant to Section 305 (b) (3).
- ✓ The project site is an area identified as part of the shorefront access planning element under Section 305 (b) (7).

INSTRUCTIONS: For the above project, check the appropriate answer to each of the questions below. If all of the answers on this checklist are checked "No" or "None", then the proposed project meets the criteria for Categorical Exclusion and no environmental assessment (EA) will be required. If any answer is "Yes" or "Significant", then an EA may be required unless: 1) additional information is provided stating why the applicant believes an EA is not required, or 2) there is no doubt that an environmental impact statement (EIS) is required. If the applicant believes an EIS is required, they should first contact the Department to further discuss the matter. Items checked as "Uncertain" or "Minor" may qualify as a Categorical Exclusion if additional information (e.g. mitigating actions) are provided in the project description, or may require an EA. The Department reserves the right to require additional environmental information in cases where project impacts are not clearly described in the application or where probable impacts require an EA or EIS.

A SIGNATURE WILL BE REQUIRED AT THE END OF THIS CHECKLIST BY A STATE PROGRAM OFFICIAL ACKNOWLEDGING PROJECT CONSISTENCY AND STATE RESPONSIBILITIES WITH REFERENCE TO DOCUMENTATION KEPT BY THE STATE FOR THIS PROJECT, AND BY THE STATE OR LOCAL OFFICIAL WHO PREPARED THE CATEGORICAL EXCLUSION CHECKLIST.

A. Evaluation of criteria for Categorical Exclusion:

1. This action or group of actions No Yes would have a significant effect on the quality of the human environment.
2. This action or group of actions No Yes would involve unresolved conflicts concerning alternative uses of available resources.

B. Evaluation of exceptions to actions within Categorical Exclusion:

1. This action would have significant adverse effects on public health or safety. No Yes
2. This action will have highly controversial environmental effects. No Yes
3. This action will have highly uncertain environmental effect or involve unique or unknown environmental impact. No Yes
4. The specific impact of the project on the following resources:
 - a) beaches and dunes None Minor Significant
 - b) wetlands None Minor Significant
 - c) estuarine areas None Minor Significant
 - d) wildlife habitat None Minor Significant
 - e) barrier islands None Minor Significant
 - f) wild or scenic river None Minor Significant
 - g) reefs None Minor Significant
 - h) threatened or endangered species None Minor Significant
 - i) floodplains None Minor Significant
 - j) other unique resources None Minor Significant

5. This action is related to other No/Uncertain Yes
action with individually insigni-
ficant but cumulatively signifi-
cant effects.

6. This section will affect
properties listed in the
National Register of Historic
Places or otherwise protected by
Section 106 of the National Historic
Preservation Act or a similar State
Preservation Act.

7. Condemnation is required for the No/Uncertain Yes
purchase of property (attach list
of property owners).

8. The project is located on unde-
veloped coastal barriers design-
ated pursuant to the Coastal
Barrier Resources Act.

9. The project is located in a
designated floodway or "V"
zone on a NFIP Floodway Map.

10. This action is inconsistent
with Federal, state, local or
tribal law or requirements
imposed for protection of the
environment.

11. Please list permits required
and their status in the space
below:

NONE NEEDED

12. David L. Potts Environmental Project Manager
Signature and Title of CE Preparer 2/18/92
Date

Permit Pending

Resource Management Improvement Grants

(section 306A)

CATEGORICAL EXCLUSION CHECKLIST

Applicant: DEPARTMENT OF CONSERVATION OF RECREATION ON BEHALF OF MATTHEWS COUNTY
Project Title: Pearl Landing Natural Area Access Improvements

Project proposed under
Section 306A (c) (2) A-B
C(ii) C(iii) D-E

TOTAL COST: _____
Federal: _____
State: _____
Local: _____
Other: _____

Project Eligibility (check appropriate reference)

- The project site is a APR which has been designated pursuant to section 306(c) (9).
- The project addresses restoration or preservation of an area containing one or more resources of national significance.
(please specify)
- The project is located in a APC which has been designated pursuant to Section 305 (b) (3).

- The project site is an area identified as part of the shorefront access planning element under Section 305 (b) (7).

INSTRUCTIONS: For the above project, check the appropriate answer to each of the questions below. If all of the answers on this checklist are checked "No" or "None", then the proposed project meets the criteria for Categorical Exclusion and no environmental assessment (EA) will be required. If any answer is "Yes" or "Significant", then an EA may be required unless: 1) additional information is provided stating why the applicant believes an EA is not required, or 2) there is no doubt that an environmental impact statement (EIS) is required. If the applicant believes an EIS is required, they should first contact the Department to further discuss the matter. Items checked as "Uncertain" or "Minor" may qualify as a Categorical Exclusion if additional information (e.g. mitigating actions) are provided in the project description, or may require an EA. The Department reserves the right to require additional environmental information in cases where project impacts are not clearly described in the application or where probable impacts require an EA or EIS.

A SIGNATURE WILL BE REQUIRED AT THE END OF THIS CHECKLIST BY A STATE PROGRAM OFFICIAL ACKNOWLEDGING PROJECT CONSISTENCY AND STATE RESPONSIBILITIES WITH REFERENCE TO DOCUMENTATION KEPT BY THE STATE FOR THIS PROJECT, AND BY THE STATE OR LOCAL OFFICIAL WHO PREPARED THE CATEGORICAL EXCLUSION CHECKLIST.

A. Evaluation of Criteria for Categorical Exclusion:

1. This action or group of actions No Uncertain Yes
would have a significant effect
on the quality of the human
environment.
2. This action or group of actions No Uncertain Yes
would involve unresolved con-
flicts concerning alternative
uses of available resources.

B. Evaluation of exceptions to actions within Categorical
Exclusion:

1. This action would have significant adverse effects on public health or safety. No Uncertain Yes
2. This action will have highly controversial environmental effects. No Uncertain Yes
3. This action will have highly uncertain environmental effect or involve unique or unknown environmental impact. No Uncertain Yes
4. The specific impact of the project on the following resources:
 - a) beaches and dunes None Minor Significant
 - b) wetlands None Minor Significant
 - c) estuarine areas None Minor Significant
 - d) wildlife habitat None Minor Significant
 - e) barrier islands None Minor Significant
 - f) wild or scenic river None Minor Significant
 - g) reefs None Minor Significant
 - h) threatened or endan-
gered species None Minor Significant
 - i) floodplains None Minor Significant
 - j) other unique
resources None Minor Significant

5. This action is related to other action with individually insignificant but cumulatively significant effects. Uncertain Yes

6. This section will affect properties listed in the National Register of Historic Places or otherwise protected by Section 106 of the National Historic Preservation Act or a similar State Preservation Act. Uncertain Yes

7. Condemnation is required for the No purchase of property (attach list of property owners). Uncertain Yes

8. The project is located on undeveloped coastal barriers designated pursuant to the Coastal Barrier Resources Act. Uncertain Yes

9. The project is located in a designated floodway or "V" zone on a NFIP Floodway Map. Uncertain Yes

10. This action is inconsistent with Federal, State, local or tribal law or requirements imposed for protection of the environment. Uncertain Yes

11. Please list permits required and their status in the space below:

None Needed

12. Janki P. Bhatt Environmental Program Manager 2/18/92
Signature and title of CE Preparer Date

Appendix F
Certificate of Title

RICHARD HERNDON HARFST
ATTORNEY AT LAW
24 MAIN STREET
MATHews, VIRGINIA 23109

CERTIFICATE OF TITLE

Mr. Frank Pleva, County Administrator
County of Mathews
P. O. Box 839
Mathews, Virginia 23109

Ms. Janit L. Potter
Environmental Program Planner
Department of Conservation and Recreation
Commonwealth of Virginia
203 Governor Street, Suite 326
Richmond, Virginia 23219

December 30, 1991, 2:00 p.m.

I hereby certify that I have examined the land records in the office of the Clerk's Office of the Circuit Court of the County of Mathews, Virginia for a period of sixty years from the date hereof pertaining to the following described real estate to-wit:

All that certain parcel or lot of land, together with the appurtenances thereunto belonging, situate on Horn Harbor in the Chesapeake Magisterial District of Mathews County, Virginia, containing nine tenths (0.9) of an acre according to the plat of survey hereinafter mentioned, be the same more or less, and bounded as follows: On the Northwest by the land now or formerly of Angus Jaikie Henderson; on the North, East and South by Horn Harbor; and on the West by the land now or formerly of Malcolm Lamond Henderson; and being more fully and accurately described on a certain plat of survey dated December 28, 1971 by James K. Alvis, Jr., Certified Land Surveyor, entitled "PLAT OF THE PROPERTY TO BE CONVEYED TO MATHEWS COUNTY TOTAL = 0.9 + ACRES CHESAPEAKE DISTRICT MATHEWS COUNTY, VIRGINIA" and recorded in the Clerk's Office of the Circuit Court of Mathews County, Virginia on June 9, 1972 in Deed Book 87, Page 350.

The above described land is the same land conveyed to the County of Mathews by deed of Raymond Williams, et al, dated June 5, 1972, and recorded in the aforesaid Clerk's Office on June 9, 1972 in Deed Book 87, Pages 346-348.

P. O. BOX 686
(804) 725-7166

I find and so certify that as of the date and time hereof the said County of Mathews, Virginia, is the owner of the above-described real estate and has good title thereto, free and clear of all liens, defects and encumbrances, subject to the following exceptions:

1. A reversionary paragraph in the above-referenced deed states as follows:

"This conveyance is made subject to this condition viz., that in the event the land herein conveyed shall cease to be used as a public landing and abandoned as such by the County of Mathews, the same shall revert to the said Raymond Williams and Lennie Williams and the said Henry E. Armistead, or to their respective successors-in-title to the lands adjoining the land herein conveyed."

2. Easements for access and utilities that may be of record or are apparent upon inspection, and such other items as may be revealed by an accurate physical survey.

3. The value of the property for real estate tax purposes is \$30,000.00.

Richard Herndon Harfst

Title Examiner

County Attorney

County of Mathews, Virginia

Appendix G

Shoreline Programs Report: Peary Public Landing,
Mathews County





COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION DIVISION OF SOIL AND WATER CONSERVATION

Shoreline Programs

P. O. Box 1024

Gloucester Point, Virginia 23062

(804) 642-7121

November 26, 1991

Mr. Frank A. Pleva
County Administrator
Mathews County
P.O. Box 839
Mathews, Virginia 23109

RE: SPS #92221

Dear Mr. Pleva:

On November 20, I met with you and the other field reviewers at Peary Public Landing on Horn Harbor in Mathews County. The site visit was in conjunction with the Public Access Implementation Pilot Study.

The publication entitled Shoreline Situation Report: Mathews County, Virginia reports the historical erosion rate for this area averages less than 1 foot per year. The erosion appears to be caused by the wave climate and tidal action. The following recommendations are made as a result of the site visit and subsequent analysis of the problem:

1. The marsh grasses growing on the shore dissipate wave energy and bind the soil with their roots. We recommend you begin a semi-annual fertilization and maintenance program for the grasses. The program should increase plant vigor and promote growth.

To fertilize the marsh grasses, broadcast a commercial fertilizer (10-10-10) at low tide. The fertilizer should be applied at the rate of 2.5 pounds per 1000 square feet at the beginning of May and middle of August. Tidal debris should be periodically removed to prevent smothering of the grasses. The encroachment of trees and shrubs into the grasses should be prohibited.
2. In all segments where the grasses are sparse or absent, we recommend establishment of a marsh fringe. The establishment of the

marsh fringe would involve planting smooth cordgrass and saltmeadow hay. The grasses may be purchased or transplanted from neighboring areas with permission.

Smooth cordgrass grows between the mean low and mean high tide elevations. Saltmeadow hay grows above the mean high tide elevation. Smooth cordgrass and saltmeadow hay should be planted from late April through June. Care should be taken to plant the grasses within the proper zone.

To transplant the grasses, dig healthy plants and be sure to obtain an adequate root mass. Plant the grasses on an 18 inch by 18 inch grid. We recommend fertilization at the time of planting. A slow release fertilizer such as Osmocote can be placed in the hole with the plant. You should use approximately one ounce per plant. An alternative to Osmocote is any available fertilizer such as 10-10-10. Approximately two ounces of the alternate fertilizer should be side-dressed about six inches from the plant. To prevent damage to the source area, do not remove large numbers of plants from one section. The source area should be fertilized after plugging. If you wish to purchase plants or have someone do the planting for you, see the enclosed list of suppliers and contractors. See the enclosed information concerning descriptions of the grasses.

3. Some bare areas in the marsh fringe appear to be a result of foot traffic and boat launching. These activities in the marsh grasses should be discouraged by designated walkways, fences or other measures deemed appropriate for the intended use of the area.

The above recommendations are made in my capacity as an advisory agent in shoreline erosion control matters. The suggestions should not be considered as binding you to any particular course of action as they are intended to indicate what we think would be the best solution in terms of cost and effectiveness. Our examination of the site or this report does not constitute permission by the Commonwealth, or its agencies, to proceed with implementation of control measures. Permits from State and Federal agencies are generally required for shoreline modification.

You should also be aware that success in shoreline erosion control cannot be guaranteed as there are many variables involved. In this regard, we suggest care in selecting a contractor. Our comments concerning construction are intended as guidelines developed from our experience in viewing structures which have been successful or have failed.

If you decide to construct a control measure, an assessment of the impacts of the project on the environment will be given by the regulatory agencies. Our advice is given with the idea of reducing environmental impacts associated

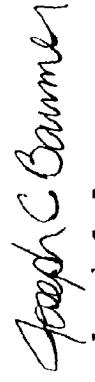
Mr. Frank A. Pleva
Page 3
November 26, 1991

with our recommendations. Although this has been considered in our recommendations, the permit reviewing agencies may desire additional information or measures.

Services available through this office include: review of the permit application; review of design and construction plans; and inspection of structures under construction when plans have been reviewed by this office. We recommend that a copy of this report be attached to the permit application.

If we may be of further assistance or if you have any questions, please let me know.

Sincerely,



Joseph C. Baumer
Shoreline Engineer

Enclosures (4)

cc: John Davy

Appendix H

Shoreline Programs Report: Bray's Point Landing,
Gloucester County



Tekin D.

Shoreline Erosion
Advisory Service

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION DIVISION OF SOIL AND WATER CONSERVATION

Shoreline Programs

P. O. Box 1024

Gloucester Point, Virginia 23062

(804) 642-7121

November 26, 1991

Ms. Carol Steele
Director of Parks and Recreation
Gloucester County
P.O. Box 157
Gloucester, Virginia 23061

RE: SPS #922222

Dear Ms. Steele:

On November 20, I met with you and the other field reviewers at Bray's Point Public Landing on the Northwest Branch of the Severn River in Gloucester County. The site visit was in conjunction with the Public Access Implementation Pilot Study.

The publication entitled Shoreline Situation Report: Gloucester County, Virginia reports the historical erosion rate for this area averages less than 1 foot per year. The erosion appears to be caused by the wave climate and tidal action. The following recommendation is made as a result of the site visit and subsequent analysis of the problem:

1. The marsh grasses growing on the shore dissipate wave energy and bind the soil with their roots. We recommend you begin a semiannual fertilization and maintenance program for the grasses. The program should increase plant vigor and promote growth.

To fertilize the marsh grasses, broadcast a commercial fertilizer (10-10-10) at low tide. The fertilizer should be applied at the rate of 2.5 pounds per 1000 square feet at the beginning of May and middle of August. Tidal debris and other trash should be periodically removed to prevent smothering of the grasses. The encroachment of trees and shrubs into the grasses should be prohibited.

2. In all segments where the grasses are sparse or absent, we recommend establishment of a marsh fringe. The establishment of the marsh fringe would involve planting smooth cordgrass and saltmeadow hay. The grasses may be purchased or transplanted from neighboring areas with permission.

Smooth cordgrass grows between the mean low and mean high tide elevations. Saltmeadow hay grows above the mean high tide elevation. Smooth cordgrass and saltmeadow hay should be planted from late April through June. Care should be taken to plant the grasses within the proper zone.

To transplant the grasses, dig healthy plants and be sure to obtain an adequate root mass. Plant the grasses on an 18 inch by 18 inch grid. We recommend fertilization at the time of planting. A slow release fertilizer such as Osmocote can be placed in the hole with the plant. You should use approximately one ounce per plant. An alternative to Osmocote is any available fertilizer such as 10-10-10. Approximately two ounces of the alternate fertilizer should be side-dressed about six inches from the plant. To prevent damage to the source area, do not remove large numbers of plants from one section. The source area should be fertilized after plugging. If you wish to purchase plants or have someone do the planting for you, see the enclosed list of suppliers and contractors. See the enclosed information concerning descriptions of the grasses.

The above recommendations are made in my capacity as an advisory agent in shoreline erosion control matters. The suggestions should not be considered as binding you to any particular course of action as they are intended to indicate what we think would be the best solution in terms of cost and effectiveness. Our examination of the site or this report does not constitute permission by the Commonwealth, or its agencies, to proceed with implementation of control measures. Permits from State and Federal agencies are generally required for shoreline modification.

You should also be aware that success in shoreline erosion control cannot be guaranteed as there are many variables involved. In this regard, we suggest care in selecting a contractor. Our comments concerning construction are intended as guidelines developed from our experience in viewing structures which have been successful or have failed.

If you decide to construct a control measure, an assessment of the impacts of the project on the environment will be given by the regulatory agencies. Our advice is given with the idea of reducing environmental impacts associated with our recommendations. Although this has been considered in our recommendations, the permit reviewing agencies may desire additional information or measures.

Ms. Carol Steele
Page 3
November 26, 1991

Services available through this office include: review of the permit application; review of design and construction plans; and inspection of structures under construction when plans have been reviewed by this office. We recommend that a copy of this report be attached to the permit application.

If we may be of further assistance or if you have any questions, please let me know.

Sincerely,



Joseph C. Baumer
Shoreline Engineer

Enclosures (4)

cc: ✓John Davy

Appendix I
Land Survey Scope of Service & Schedule

Memorandum of Understanding
Robert C. Buckley, Jr., Land Surveying Services
December 2, 1991
Page Two

SCOPE OF SERVICES

The agreed scope of services and fee are as follows:

2. Boundary Survey:

- A. The survey of the boundary shall consist of 0.48 acres at Hallieford Public Landing and 0.90 acres at Peary Public Landing as indicated by Project Manager, any existing mapping and the Division of Planning and Recreation.
- B. The boundary survey shall include corners, resection, search ties, setting monuments and pins, field traverse and computations.
- C. The boundary surveys shall be mapped and platted to a scale of 1" = 20'. The mapping shall be on Mylar sheets of 24" x 36" in size. A 50' grid shall be used to map topography on each of the sites. The topography shall be 2' contour lines.
- D. All mapping shall be sealed by the engineer.
- E. A bench mark shall be permanently established at each site and reference to USGS datum. Two permanent control points are to be established and referenced at each site.
- F. Adjoining land shall be identified with Owner's name and Deed Book and Page Numbers.
- G. All monuments and pins shall be permanent in nature and recoverable. The monuments and pins shall be approved by the Owner in advance. Locate all structures, tree lines, edge of permanent, signs, fences known utilities, edge of shoreline, high and low water tide shall be indicated on the survey.
- H. The boundary shall be tied to the State Plane Coordinates.
- I. The Company shall notify the park staff of the location of surveying and the next area to be surveyed as needed.
- J. Shall comply with the survey requirements of the Real Estate Management Policy Directive Number 1, Section VIII, of the Bureau of Real Management, Department of General Services.

SCHEDULE

The Survey Schedule shall not exceed 28 calendar days from date of Notice to Proceed.

Appendix J
Cooperative Agreement for Public Access Area



**Cooperative Agreement
for
Public Access Area**

By and Between
the Commonwealth of Virginia
Department of Conservation & Recreation
and
County of _____

This Cooperative Agreement, made and entered into on this date , 19 ; by and between the County of , a political subdivision of the Commonwealth of Virginia, Department of Conservation & Recreation, hereinafter called the Department, both agree that it is desirable to establish and maintain a public access facility on the property owned by and located and _____;

NOW THEREFORE, in consideration of the above premises, the parties hereto agree as follows:

The County Shall:

1. Establish standards, rules and regulations on appropriate public usage, vehicular access, litter control, sanitation and public conduct at the property or site.
2. Maintain and keep in good repair the facility, its improvements and grounds for the term of this agreement. Such maintenance shall include periodic cutting of weeds and brush, routine maintenance of structures and parking areas, collection and removal of trash, and removal of debris necessary to maintain the appearance and for safe public use of the access site.
3. Patrol the site as it deems appropriate to enforce local laws, rules and other public safety regulations.
4. Cooperatively fund the improvements to the property as stated in Exhibit A in accordance with the agreed upon development plan.

5. Keep the site open to the public for access, except for reasonable closures necessary for seasonal use, maintenance or emergencies.

6. The County may adopt regulations to restrict, control, or limit public use of the site to the period between one hour before sunrise to one hour after sunset.

The Department shall:

1. Develop a site plan for improvements to the property which will be reviewed and concurred with by the County.
2. Cooperatively provide funding for site development as agreed to in Exhibit A and in accordance with the approved site plan.
3. Assist the County during the coordination permit review and construction of the property according to the agreed upon site plan.

It Is Mutually-Agreed and Understood by and Between the Parties That:

1. The development of the property shall be funded by the County, the Department and others as stated in Exhibit A.
2. This agreement may be revised as necessary by mutual consent of both parties by the issuance of a written amendment, signed and dated by both parties.
3. This Agreement shall remain in force for a period of no less than twenty (20) years from the date of execution of the Agreement. Upon expiration of the -year time, the Agreement shall automatically renew from year to year on a fiscal year basis (July 1 thru June 30). This Agreement may be terminated at any time by either party by notifying the other party in writing at least ninety (90) days prior to the renewal date of the agreement.
4. This agreement may also be revised in case of a situation where the property or site amenities are no longer usable due to severe erosion, hurricanes or other natural disaster.

If this Agreement is terminated by the County prior to the completion of the _____-year period, the City shall reimburse the Department for any Capital funds invested into the Landing by the Department on a pro-rated schedule.

COUNTY OF: _____
BY: _____
TITLE: _____
ATTESTED: _____

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF CONSERVATION & RECREATION

BY: _____, Director
ATTESTED: _____

Attachments

References

Chesapeake Bay Area Public Access Plan. January 1990.

Chesapeake Bay Area Public Access Technical Assistance Report. 1990.

Chesapeake Bay and Susquehanna River Public Access Guide. 1989.

Public Beach Conservation and Development Act (Chapter 7, Title 10, Code of Virginia)

Redmond/Johnston Study, Mathews County Shorelands Access Development. December 1989.

Design Guide for Accessible Outdoor Recreation, DRAFT. USDA, DSDI, September 1990.



3 6668 14102 2147